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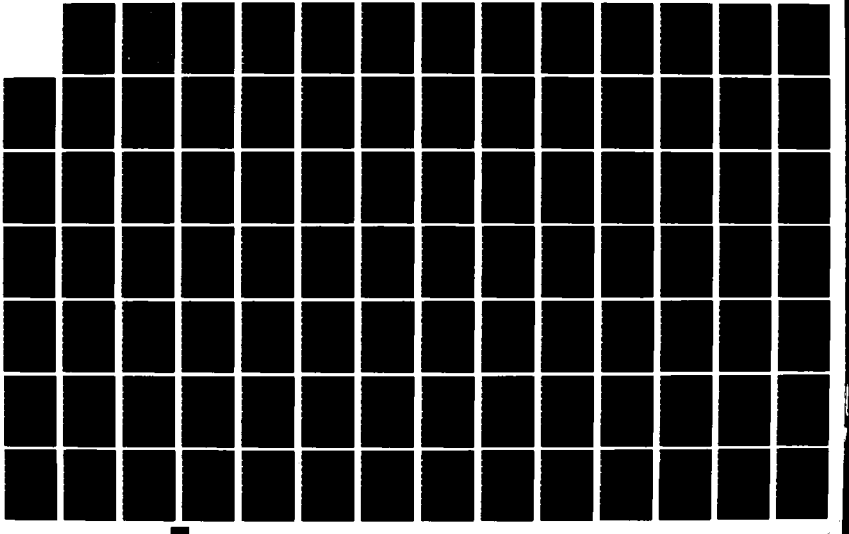

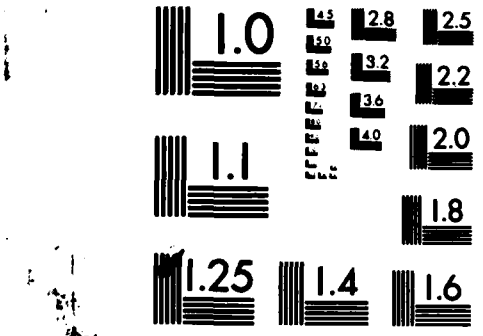

FAA Statistical Handbook of Aviation

Calendar Year 1982

U.S. Department of Transportation
Federal Aviation Administration

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16. Abstract

This report presents statistical information pertaining to the Federal Aviation Administration, the National Airspace System, Airports, Airport Activity, U.S. Civil Air Carrier Fleet, U.S. Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents, Aeronautical Production and Imports/Exports, and a Glossary of the terms used in this publication.

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FAA Statistical Handbook of Aviation

Calendar Year 1982

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PREFACE

The FAA Statistical Handbook of Aviation is published annually by the Federal Aviation Administration (FAA). Its prime purpose is to serve as a convenient source for historical data and to assist in evaluating progress. This edition contains data on major civil aviation activities for the period ending December 31, 1982.

The handbook should provide a valuable source of information for the Department of Transportation (DOT), operating offices of the FAA, the Civil Aeronautics Board (CAB), and other government agencies, as well as nongovernment organizations interested in aviation.

Chapter I deals with the FAA and its functions. This section also includes a comparison of the agency's appropriations from fiscal years 1979-1983, and the agency's personnel complement for 6-month intervals from June 30, 1973, to December 31, 1982.

National Airspace System data reflecting the workload of the FAA air traffic facilities--terminal and en route--are contained in Chapter II. This chapter contains air traffic activity reported by FAA-operated airport traffic control towers, air route traffic control centers, and domestic and international flight service stations.

Selected statistics concerning the Nation's airport facilities are presented in Chapter III by state within FAA regions. In addition to the total count of these facilities, this chapter includes statistics pertaining to the physical characteristics (paved vs. unpaved runways, lighted vs. unlighted runways, length of runways, etc.), size of populated areas served, funds allocated for airport development, etc.

Airport activity statistics comprising Chapter IV were prepared from data published in the calendar year 1982 edition of Airport Activity Statistics of the Certificated Route Air Carriers, issued jointly by the CAB and the FAA. In addition, this chapter presents individual passenger and traffic activity data from some of the Nation's international airports.

The U.S. civil air carrier fleet, as of December 31, 1982, is described in detail in Chapter V. These statistics were developed from monthly Aircraft/Engine Utilization Reports submitted by the air carrier operators. The aircraft population discussed here is not an inventory of the aircraft owned by the air carriers, but represents the aircraft actually used by the air carrier fleet during December 1982.

U.S. civil air carrier operating data--revenue passenger miles flown, available seat-miles and enplanements, revenue ton-miles flown, revenue aircraft miles flown, personnel, payroll, average salary, and operating revenues and expenses of the certificated route air carriers--are presented in Chapter VI. These statistics were obtained from schedules submitted by the certificated route air carriers to the CAB.

The airmen data shown in Chapter VII were obtained from official airmen certification records maintained by the FAA's Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma.

The general aviation aircraft data presented in Chapter VIII were collected from the General Aviation Activity and Avionics Survey. Numbers of active aircraft and hours flown are shown for each aircraft type.

Aircraft accidents, both air carrier and general aviation, appear in Chapter IX. These data were furnished by the National Transportation Safety Board (NTSB). There have been major changes to data reported by NTSB which were dictated by deregulation and by the proliferation of

small, regional airlines and commuters. (These changes begin with the 1981 data.)

Aeronautical production and imports/exports are summarized in Chapter X. The production information was obtained from reports submitted to the U.S. Bureau of the Census by all known producers of complete aircraft and aircraft engines. Imports/exports data were obtained through Aerospace Industries Association, Inc. based on Bureau of the Census data from special monthly compilation of census data from special monthly compilation of annual reports FT-446 and FT-410, respectively.

The FAA Statistical Handbook of Aviation is prepared by the Information Analysis Branch, Information and Statistics Division, Office of Management Systems, with the cooperation of other FAA and DOT offices. Appreciation is expressed to the Civil Aeronautics Board, U.S. Bureau of the Census, U.S. Department of Labor, Interstate Commerce Commission, Immigration and Naturalization Service, and many municipalities and private organizations for their assistance.

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CONTENTS

CONTENTS (Continued)

CONTENTS (Continued)

CONTENTS (Continued)

CONTENTS (Continued)

CONTENTS (Continued)

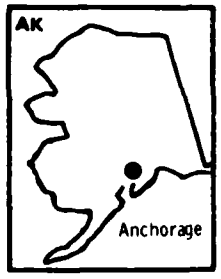
CONTENTS (Continued)

CONTENTS (Continued)

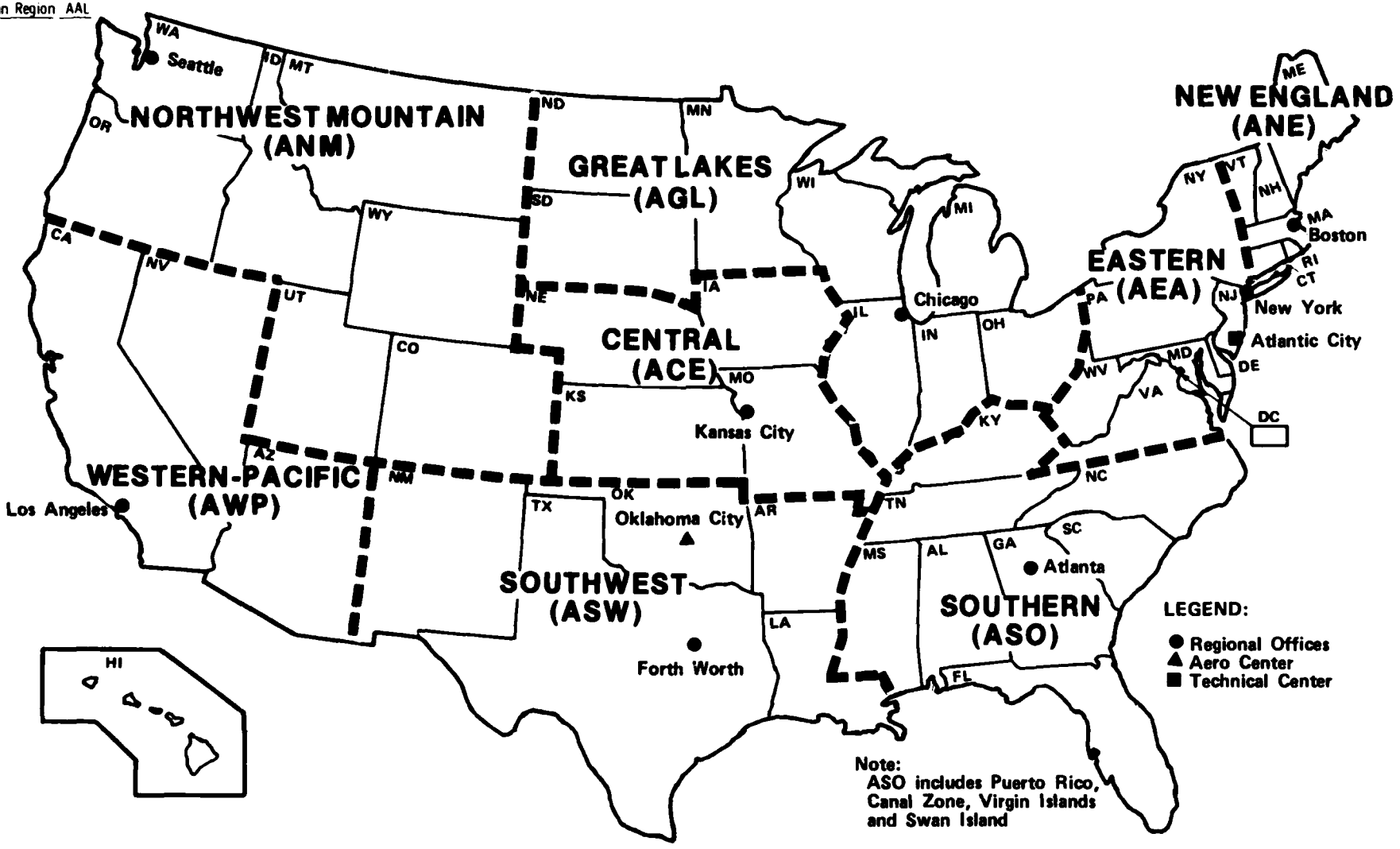
Illustrations

FAA REGIONAL BOUNDARIES

Includes Locations of Regional Headquarters and Centers



Alaskan Region AAL



I. THE FEDERAL AVIATION ADMINISTRATION

The Department of Transportation Act of 1966 established a new executive department known as the Department of Transportation. The general welfare, economic growth, stability, and security of the nation pointed to the need for the development of national transportation policies and programs effectively utilizing the nation's transportation resources. The Act provided for inclusion of the Federal Aviation Agency in the Department as the Federal Aviation Administration.

Directed by an Administrator, who is appointed by the President, by and with the advice and consent of the Senate, the FAA has as its primary function the fostering of the development and safety of American aviation. More specifically, the FAA is responsible for developing the major policies necessary to guide the long-range growth of civil aviation; modernizing the air traffic control system; establishing in a single authority the essential management functions necessary to support the common needs of civil and military operations; providing for the most effective and efficient use of the airspace over the United States; and for the rulemaking responsibilities relative to these functions.

The FAA constructs, operates, and maintains the National Airspace System and the facilities which are a part of the system; it allocates and regulates the use of the airspace; it ensures adequate separation between aircraft operating in controlled airspace; and, through research and development programs, it provides new systems and equipment for improving utilization of the nation's airspace.

The Federal Aid to Airports Program (FAAP) authorized the FAA to make grants of federal funds to sponsors for airport development and for advanced planning and engineering. Under FAAP, approximately $1.2 billion were granted by FAA to airport sponsors for airport development purposes from 1947 through 1970. FAAP was superceded by the Airport Development Act of 1970 and the Airport and Airway Improvement Act of 1982. The FAA maintains and operates Washington National and Dulles

International airports. Dulles International is the first airport in the world specifically designed for the use of commercial jet transports.

The FAA prescribes and administers rules and regulations concerning airmen competency, aircraft airworthiness, and air traffic control. It promotes safety through certification of airmen, aircraft, and flight and aircraft maintenance schools. It reviews the design, structure, and performance of new aircraft to insure the safety of the flying public.

Services provided by FAA toward the development of aviation and air commerce include:

Dissemination of news and information on civil aviation generally.

Publication of flight information data for pilots.

Technical aviation assistance to other governments, operation of overseas civil aviation missions, and the aviation training of foreign nationals.

Development of medical standards for airmen through aviation medical research.

Research and development in the field of aeronautics and electronics.

Other activities required to encourage and foster the world-wide development of civil aviation and air commerce.

Policies governing these programs are developed in the Washington headquarters of FAA, and are executed by field employees under the supervision of regional offices strategically located throughout the United States as well as the FAA Technical Center at Atlantic City, New Jersey, and the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

TABLE 1.1

FAA APPROPRIATIONS
FISCAL YEARS 1979 - 1983
($ IN MILLIONS)

Appropriation	1979	1980	1981	1982(R)	1983
Total	3,150.3	3,273.9	3,412.5	3,156.6	4,180.4
Operations	1,737.7	1,849.5	1,815.4	1,482.0	1,308.2(A)
Operations (Airport and Airway Trust Fund)	300.0	325.0	525.0	809.9	1,283.0(B)
Facilities and Equipment (Airport and Airway Trust Fund)	345.4	292.8	350.0	260.8	625.0(C)
Grants-in-Aid for Airports (Airport and Airway Trust Fund)	644.1	677.0	570.5	476.2	800.0
Research, Engineering and Development (Airport and Airway Trust Fund)	75.1	75.0	85.0	71.8	103.0
Metropolitan Washington Airports	29.5	34.1	45.4	47.1	43.0
Facilities, Engineering, and Development	18.5	20.5	21.2	8.8	18.2

(A) Includes $45.0 program supplemental, and $15.8 pay cost supplemental.
(B) Includes $14.0 pay cost supplemental.
(C) Includes $7.4 transferred from other accounts.

(R) Revised.

TABLE 1.2

FAA CIVILIAN EMPLOYEES AT END OF FISCAL AND CALENDAR YEARS 1973 - 1982

Date	FAA Total Paid	Full Time Permanent			
		Washington Office	Washington Field	Other Field	Total
6/73	53,646	2,585	852	49,190	52,627
12/73	53,322	2,533	875	48,740	52,148
6/74	56,386	2,739	1,010	50,212	53,961
12/74	55,820	2,669	981	50,226	53,876
6/75	57,678	2,819	960	51,126	54,905
12/75	56,732	2,774	922	50,999	54,695
6/76	59,064	2,910	948	52,264	56,122
9/76	58,438	2,880	944	52,167	55,991
12/76	57,790	2,842	953	51,728	55,523
9/77	58,081	2,683	940	52,137	55,760
12/77	57,631	2,612	926	51,891	55,429
9/78	57,494	2,303	909	52,015	55,227
12/78	57,005	2,272	921	51,747	54,940
9/79	56,435	2,124	888	51,432	54,444
12/79	56,394	2,144	922	51,498	54,564
9/80	55,361	2,060	918	50,560	53,538
12/80	55,340	2,069	942	50,500	53,511
9/81	42,590	1,951	185*	39,123	41,259
12/81	44,640	1,940	190*	40,378	42,508
9/82	46,511	1,868	173	42,929	44,970
12/82	46,897	1,866	168	43,415	45,449

* Beginning with 1981 employees from National and Dulles Airports are reported under "Other Field".

NOTE: FAA Total Paid includes full-time, part-time, and intermittent. Full-time includes permanent paid full-time employees who occupy permanent positions.

Washington Office includes all paid Washington headquarters employees whose duty station is Washington, D.C.

Washington Field includes all paid Washington, D.C. (e.g., National and Dulles Airports, in other states, or foreign countries).

Other Field includes all paid employees whose duty stations are in the regions or centers.

TABLE 1.3

NUMBER OF TOTAL FAA EMPLOYEES AS OF DECEMBER 31, 1973 - 1982

Occupation	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Air Traffic Control Specialists	24,871	26,353	26,790	27,359	27,754	27,688	27,783	27,190	17,418	20,906
Electronics Technicians	8,889	8,967	9,149	9,396	9,423	9,423	9,209	8,871	8,432	8,031
Aviation Safety Inspectors	2,079	2,091	2,082	2,039	1,982	1,999	2,016	2,038	1,942	1,835
Engineers	2,401	2,500	2,597	2,697	2,649	2,576	2,501	2,436	2,274	2,238
All Others	15,083	15,909	16,114	16,299	15,823	15,319	14,885	14,805	14,574	13,887
Total Employment	53,323	55,820	56,732	57,790	57,631	57,005	56,394	55,340	44,640	46,897

II. The National Airspace System

This chapter furnishes terminal and en route air traffic activity information of the National Airspace System for fiscal and calendar years. The data have been reported by the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, and flight service facilities (Flight Service Stations, Combined Station/Towers and International Flight Service Stations). These reports are used as a guide in determining the need for larger or additional facilities, and possible changes in the number of personnel at existing facilities.

Data for towers are reported on Airport Operations and Instrument Operations for VFR Towers Monthly Summary (FAA Form 7230-1), Instrument Operations and Stage III/TCA Monthly Summary (FAA Form 7230-26), and Instrument Approaches Monthly Summary (FAA Form 7230-12). Airport operations are landings and takeoffs reported by towers by aviation categories--air carrier, and air taxi, general aviation, and military. Instrument operations are takeoffs, landings, and overflights of aircraft operating in accordance with an IFR flight plan. Instrument approaches are approaches made to an airport by an aircraft on an IFR flight plan under IFR weather conditions. Data for Air Route Traffic Control Centers (ARTCCs) are reported on ARTCC Operations and Oceanic Operations Monthly Summary (FAA Form 7230-14). Data contained on this form show departures, overs, and aircraft handled. Activity of Flight Service Stations, international flight service stations, and combined station/towers is submitted on Monthly Activity Record--Flight Service Stations (FAA Form 7230-13). More detailed data pertaining to activity of these facilities may be found in the Fiscal Year 1982 edition of FAA Air Traffic Activity.

TABLE 2.1

U.S. AIR ROUTE AIRWAY MILEAGE
1973 - 1982*
(Contiguous 48 States)

December 31	Very High Frequency VOR/VORTAC		
	Low Altitude		Jet
	Direct	Alternate	Routes
1973	144,578	32,999	119,672
1974	144,939	32,999	122,372
1975	148,834	32,320	123,258
1976	150,172	31,888	130,160
1977	152,947	31,270	131,968
1978	155,242	31,235	134,709
1979	157,853	31,625	135,920
1980	159,008	31,409	137,503
1981	160,823	29,137	138,5[illegible]
1982	167,637	20,067	138,438

* Mileage shown in nautical miles based on National Ocean Survey figures.

TABLE 2.2

FAA AIR ROUTE FACILITIES AND SERVICES
1973 - 1982

December 31	VOR/ VORTAC	Nondirec-tional Radio Beacons	Air Route Traffic Control Centers	Airport Traffic Control Towers	Combined Station/ Towers	Flight Service Stations	Inter-national Flight Service Stations	Instrument Landing Systems	Airport Surveil-lance Radar
1973	995	739	27	403	29	315	7	467	142
1974	1,000	793	27	417	21	320	7	490	156
1975	1,011	848	26	487	21	321	7	580	177
1976	1,020	920	25	488	16	321	7	640	175
1977	1,021	959	25	495	7	319	7	678	182
1978	1,020	988	25	494	7	319	6	698	185
1979	1,028	1,015	25	499	5	318	6	753	192
1980	1,037	1,055	25	502	4	317	6	796	192
1981	1,033	1,123	25	501	1	316	6	840	199
1982	1,029(A)	1,143(B)	25(C)	492(D)	0	316	6	884(E)	197(F)

(A) Includes 66 nonfederal and 38 military.
(B) Includes 784 nonfederal and 54 military.
(C) Includes 3 military combined center/radar approach control facilities (CERAP).
(D) Includes 35 nonfederal and 25 military.
(E) Includes 13 Landing Directional Aid (LDA), 82 nonfederal, and 3 military.
(F) Includes 15 military.

FISCAL YEARS
(TABLES 2.3 - 2.7)

TABLE 2.3

AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY
FISCAL YEARS 1978-1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
IFR	1982	27,854,842	-6	12,709,755	-2	3,328,081	+14	7,518,700	-16	4,298,306	-8
Aircraft	1981	29,531,111	-2	12,979,294	-6	2,894,149	+12	8,966,862	+1	4,690,806	-1
Handled[1]	1980	30,061,372	+1	13,877,977	-1	2,573,776	+11	8,892,404	+1	4,717,195	-1
	1979	29,909,712	+7	14,003,540	+3	2,328,243	+20	8,827,100	+13	4,750,829	+2
	1978	28,055,382	---	13,642,071	---	1,931,216	---	7,813,848	---	4,668,247	---
IFR	1982	10,703,729	-7	4,448,375	-3	1,577,120	+12	3,166,203	-18	1,512,031	-8
Departures	1981	11,492,966	-1	4,588,720	-7	1,397,865	+12	3,860,868	(*)	1,645,513	-1
	1980	11,657,684	(*)	4,914,458	-3	1,242,419	+11	3,851,188	-1	1,661,342	-1
	1979	11,645,499	+6	5,042,781	+1	1,115,835	+21	3,819,669	+13	1,667,214	-1
	1978	11,007,775	---	5,014,806	---	923,731	---	3,387,877	---	1,681,361	---
IFR Overs	1982	6,447,384	-1	3,813,005	(*)	173,841	+76	1,186,294	-5	1,274,244	-9
	1981	6,545,179	-3	3,801,854	-6	98,419	+11	1,245,126	+5	1,399,780	-1
	1980	6,746,004	+2	4,049,081	+3	88,938	-8	1,190,028	(*)	1,417,957	(*)
	1979	6,618,714	+10	3,917,977	+8	96,573	+15	1,187,762	+14	1,416,401	+8
	1978	6,039,832	---	3,612,459	---	83,754	---	1,038,094	---	1,305,525	---

(*) Less than 0.5 percent.

[1] The number of IFR Departures multiplied by two, plus the number of IFR Overs.

TABLE 2.4

AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS,
BY AVIATION CATEGORY
FISCAL YEARS 1978 - 1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
Total Aircraft Operations	1982	50,634,988	-18	9,049,167	-5	5,093,510	+4	34,143,082	-24	2,349,229	-8
	1981	61,570,457	-7	9,487,963	-7	4,876,365	+6	44,644,432	-9	2,561,697	+3
	1980	66,195,066	-4	10,148,956	-2	4,584,706	+5	48,972,784	-5	2,488,620	-2
	1979	69,039,372	+3	19,406,570	+3	4,370,514	+16	50,716,626	+2	2,545,662	(*)
	1978	67,173,434	---	10,063,259	---	3,773,484	---	50,798,779	---	2,537,912	---
Itinerant Operations	1982	35,964,719	-14	9,049,167	-5	5,093,510	+4	20,675,478	-22	1,146,564	-8
	1981	42,028,268	-5	9,487,963	-7	4,876,365	+6	26,422,305	-7	1,241,635	+2
	1980	44,270,414	-3	10,148,956	-2	4,584,706	+5	28,324,110	-4	1,212,642	-1
	1979	45,415,572	+4	10,406,570	+3	4,370,514	+16	29,407,844	+3	1,230,644	+2
	1978	43,562,963	---	10,063,259	---	3,773,484	---	28,515,850	---	1,210,370	---
Local Operations	1982	14,670,269	-25	---	---	---	---	13,467,604	-26	1,202,665	-9
	1981	19,542,189	-11	---	---	---	---	18,222,127	-12	1,320,062	+3
	1980	21,924,652	-3	---	---	---	---	20,648,674	-7	1,275,978	-3
	1979	23,623,800	(*)	---	---	---	---	22,308,782	(*)	1,315,018	-1
	1978	23,610,471	---	---	---	---	---	22,282,929	---	1,327,542	---

(*) Less than 0.5 percent.

TABLE 2.5
AIR TRAFFIC ACTIVITY AT FAA FACILITIES,
BY AVIATION CATEGORY
FISCAL YEARS 1978 - 1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
Total Instrument Operations	1982	31,662,987	-15	9,520,107	-6	4,633,905	(*)	13,907,533	-25	3,601,442	-7
	1981	37,221,490	-3	10,164,678	-4	4,635,285	+12	18,530,746	-4	3,890,781	-5
	1980	38,176,549	+5	10,613,262	-1	4,128,782	+13	19,332,557	+8	4,101,948	+5
	1979	36,225,027	+8	10,737,637	+3	3,657,696	+19	17,907,628	+10	3,922,066	+7
	1978	33,456,726	---	10,421,496	---	3,066,809	---	16,310,259	---	3,658,162	---
Total Instrument Approaches[1]	1982	2,059,579	+12	705,623	+15	387,695	+33	845,656	(*)	120,605	+47
	1981	1,831,086	-10	613,678	-16	292,028	+2	843,367	-10	82,013	-6
	1980	2,041,078	-18	732,576	-22	287,465	-9	933,671	-16	87,366	-27
	1979	2,482,606	+12	940,892	+10	315,804	+11	1,106,001	+10	119,909	+11
	1978	2,223,426	---	853,853	---	285,508	---	975,766	---	108,299	---
Total Instrument Approaches at Control Facilities	1982	1,931,317	+14	689,838	+16	354,407	+33	776,536	+2	110,536	+39
	1981	1,700,659	-10	593,800	-16	267,118	+3	764,979	-9	79,762	-8
	1980	1,888,659	-18	706,505	-23	259,018	-10	841,586	-16	81,550	-28
	1979	2,316,633	+13	912,272	+11	287,972	+11	1,002,597	+15	113,792	+12
	1978	2,049,828	---	820,143	---	260,040	---	868,313	---	101,332	---

[1] Includes instrument approaches at Air Route Traffic Control Centers.

TABLE 2.6

AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES
FISCAL YEARS 1978 - 1982

	Year	Flight Services[1]		Flight Plans Originated				Airport Advisories				Pilot Briefs	
		Total	Annual Change	Total	Annual Change	IFR-DVFR	Annual Change	VFR	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations	1982	62,419,432	(*)	8,520,889	-3	6,545,865	+1	1,975,024	-15	3,592,746	-13	17,824,515	(*)
	1981	62,611,058	-3	8,796,477	-2	6,470,117	-2	2,326,360	-3	4,146,707	+36	17,696,818	-3
	1980	64,234,861	-3	8,986,486	-5	6,586,842	-4	2,399,644	-6	3,054,352	-4	18,325,012	+2
	1979	66,389,687	+3	9,429,862	+4	6,866,112	+8	2,563,750	-4	3,191,382	-2	18,709,691	+3
	1978	64,690,843	---	9,041,583	---	6,369,364	---	2,672,219	---	3,244,961	---	18,230,172	---
Combined Station/ Towers	1982	862	-97	217	-96	9	-100	208	-93	0	0	0	---
	1981	31,914	-26	5,188	-33	2,096	-38	3,092	-30	0	0	6,364	-19
	1980	42,947	-79	7,763	-80	3,364	-47	4,429	-86	0	0	7,851	-70
	1979	207,728	-15	38,610	-17	6,335	-8	32,275	-19	0	0	25,924	+2
	1978	244,156	---	46,739	---	6,923	---	39,816	---	0	---	25,447	---
International Flight Service Stations	1982	2,286,987	-16	405,207	-16	185,021	-10	220,186	-21	25,967	+148	418,584	-16
	1981	2,727,550	-4	484,079	-10	206,543	-13	277,536	-7	10,468	+245	499,728	-2
	1980	2,845,010	-5	535,319	+2	236,705	+5	298,614	(*)	3,031	-14	511,243	-12
	1979	3,000,151	+16	525,880	+14	225,770	+13	300,110	+14	3,526	+98	582,011	+16
	1978	2,595,296	---	462,282	---	200,166	---	262,116	---	1,778	---	499,914	---

(*) Less than 0.5 percent

[1] The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted. No credit is allowed for airport advisories.

TABLE 2.7

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES,
BY AVIATION CATEGORY
FISCAL YEARS 1978 - 1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Combined	1982	428	-95	0	---	374	-91	50	-99	4	-99
Station/	1981	8,810	-25	49	-75	4,305	+14	3,663	-45	793	-44
Tower	1980	11,659	-85	202	-63	3,767	-91	6,603	-76	1,087	-84
	1979	78,660	-21	550	-46	43,637	-24	27,798	-17	6,675	-13
	1978	99,784	---	1,107	---	57,712	---	33,356	---	7,699	---
IFR-DVFR	1982	0	---	0	---	0	---	0	---	0	---
	1981	640	-47	46	-76	28	-67	487	-36	79	-52
	1980	1,213	-69	194	-64	86	-94	765	-28	168	-78
	1979	3,889	-10	540	-12	1,517	-5	1,057	-7	775	-32
	1978	4,333	---	616	---	1,443	---	1,134	---	1,140	---
VFR	1982	428	-95	0	---	374	-91	50	-98	4	-99
	1981	8,170	-22	3	-62	4,277	+16	3,176	-46	714	-22
	1980	10,446	-86	8	-20	3,681	-91	5,838	-78	919	-84
	1979	74,771	-22	10	-98	42,120	-25	26,741	-17	5,900	-10
	1978	95,451	---	401	---	56,269	---	32,222	---	6,559	---

TABLE 2.7 (Continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES,
BY AVIATION CATEGORY
FISCAL YEARS 1978 - 1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Flight	1982	9,728,624	+1	432,195	+11	1,194,102	+31	7,673,028	-3	429,299	(*)
Service	1981	9,624,468	(*)	389,416	+1	913,839	+5	7,890,730	-1	430,483	+5
Stations	1980	9,611,865	-5	386,280	-8	873,472	+4	7,942,063	-6	410,050	-5
	1979	10,110,581	-1	417,909	+4	839,552	(*)	8,420,876	(*)	432,244	-18
	1978	10,147,333	---	401,192	---	838,268	---	8,382,210	---	525,663	---
IFR-DVFR	1982	2,525,434	+26	349,962	+16	465,877	+71	1,575,605	+22	133,990	+4
	1981	1,998,905	+2	302,920	-1	273,186	+5	1,294,318	+2	128,481	+2
	1980	1,956,797	-4	305,943	-9	260,024	+5	1,264,271	-4	126,559	-8
	1979	2,038,070	+6	336,739	+6	246,554	+13	1,317,357	+11	137,420	-29
	1978	1,917,549	---	318,789	---	218,344	---	1,187,224	---	193,192	---
VFR	1982	7,203,190	-6	82,233	-5	728,225	+14	6,097,423	-8	295,309	-2
	1981	7,625,563	-1	86,496	+8	640,653	+4	6,596,412	-1	302,002	+6
	1980	7,655,068	-5	80,337	-1	613,448	+3	6,677,792	-6	283,491	-4
	1979	8,072,511	-2	81,170	-1	592,998	-4	7,103,519	-1	294,824	-11
	1978	8,229,784	---	82,403	---	619,924	---	7,194,986	---	332,471	---

(*) Less than 0.5 percent.

TABLE 2.7 (Continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES,
BY AVIATION CATEGORY
FISCAL YEARS 1978 - 1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Intern'l	1982	639,405	-16	139,698	-18	151,754	-19	329,171	-11	18,782	-44
Flight	1981	759,936	+1	171,308	+14	186,745	-10	368,535	+2	33,348	+2
Service	1980	751,886	-4	149,765	+16	207,948	-12	361,565	-7	32,608	+9
Stations	1979	784,369	+17	128,645	+23	235,570	+3	390,216	+27	29,938	-2
	1978	670,904	---	104,468	---	228,097	---	307,929	---	30,410	---
IFR-DVFR	1982	166,188	-19	134,795	-19	2,936	-16	24,163	-19	4,294	-30
	1981	206,304	+10	166,686	+13	3,509	-16	29,957	(*)	6,152	+13
	1980	186,672	+13	147,062	+17	4,193	-12	29,988	+2	5,429	-3
	1979	165,482	+15	125,725	+21	4,736	+32	29,396	-1	5,625	-9
	1978	143,421	---	103,908	---	3,581	---	29,767	---	6,167	-4
VFR	1982	473,217	-15	4,903	+6	148,818	-19	305,008	-10	14,488	-47
	1981	553,632	-2	4,622	+71	183,236	-10	338,578	+2	27,196	(*)
	1980	565,214	-9	2,703	-7	203,755	-12	331,577	-8	27,179	+12
	1979	618,887	+17	2,920	+420	230,834	+3	360,820	+28	24,313	(*)
	1978	527,483	---	562	---	224,516	---	278,162	---	24,243	---

(*) Less than 0.5 percent.

CALENDAR YEARS
(TABLES 2.8 - 2.12)

TABLE 2.8

AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY: CALENDAR YEARS 1978-1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
IFR Aircraft Handled[1]	1982	28,190,657	-3	12,834,114	(*)	3,417,691	+13	7,535,368	-12	4,403,484	-2
	1981	28,951,417	-3	12,825,804	-6	3,024,554	+16	8,592,448	-4	4,508,611	-5
	1980	29,907,994	-1	13,649,986	-2	2,597,415	+6	8,912,816	-1	4,747,777	-1
	1979	30,201,537	+6	13,955,015	+1	2,448,254	+24	9,013,656	+14	4,784,612	+2
	1978	28,380,569	--	13,822,109	--	1,967,450	--	7,920,465	--	4,670,545	--
IFR Departures	1982	10,819,349	-4	4,486,901	-1	1,615,611	+11	3,171,736	-14	1,545,101	-2
	1981	11,258,325	-3	4,536,356	-6	1,456,678	+16	3,682,056	-5	1,583,235	-5
	1980	11,595,010	-1	4,821,900	-3	1,254,714	+7	3,857,054	-1	1,661,342	-1
	1979	11,742,106	+6	4,988,827	-2	1,177,347	+25	3,900,405	+14	1,675,527	(*)
	1978	11,120,772	--	5,074,296	--	939,779	--	3,430,438	--	1,676,259	--
IFR Overs	1982	6,551,959	+2	3,860,312	+3	186,469	+68	1,191,896	-3	1,313,282	-2
	1981	6,434,767	-4	3,753,092	-6	111,198	+26	1,228,336	+2	1,342,141	-6
	1980	6,717,974	(*)	4,006,186	+1	87,987	-6	1,198,708	-1	1,425,093	-1
	1979	6,717,325	+9	3,977,361	+8	93,560	+6	1,212,846	+14	1,433,558	+9
	1978	6,139,025	--	3,673,517	--	87,892	--	1,059,589	--	1,318,037	--

(*) Less than 0.5 percent.

[1] The number of IFR Departures multiplied by two to account for IFR approaches, plus the number of IFR Overs.

TABLE 2.9

AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY: CALENDAR YEARS 1978-1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Aircraft Operations	1982	50,655,135	-14	9,156,496	-2	5,229,306	+7	33,882,126	-19	2,387,197	-4
	1981	58,721,222	-9	9,339,067	-6	4,909,190	+6	41,982,456	-12	2,490,509	-1
	1980	64,796,561	-6	9,956,045	-4	4,629,143	-3	47,693,552	-8	2,517,821	-1
	1979	69,073,449	+1	10,325,629	+1	4,490,201	+16	51,703,538	(*)	2,554,081	+1
	1978	68,293,868	--	10,209,356	--	3,883,099	--	51,669,345	--	2,532,068	--
Itinerant Operations	1982	36,083,562	-11	9,156,496	-2	5,229,306	+7	20,538,855	-18	1,158,905	-4
	1981	40,356,183	-8	9,339,067	-6	4,909,190	+6	24,897,358	-10	1,210,568	(*)
	1980	43,634,248	-4	9,956,045	-4	4,629,143	-3	27,807,808	-4	1,241,257	(*)
	1979	45,569,807	+3	10,325,629	+1	4,490,201	+16	29,515,726	+2	1,238,251	+2
	1978	44,346,471	--	10,209,356	--	3,883,099	--	29,038,942	--	1,215,074	--
Local Operations	1982	14,571,573	-21	0	0	0	0	13,343,281	-22	1,228,292	-4
	1981	18,365,039	-13	0	0	0	0	17,085,098	-14	1,279,941	(*)
	1980	21,162,313	-10	0	0	0	0	19,885,749	-10	1,276,564	-3
	1979	23,503,642	-2	0	0	0	0	22,187,812	-2	1,315,830	(*)
	1978	23,947,397	--	0	--	0	--	22,630,403	--	1,316,994	--

(*) Less than 0.5 percent.

TABLE 2.10

AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY: CALENDAR YEARS 1978-1982

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Instrument Operations	1982	32,154,702	-9	9,617,826	-3	4,794,216	+5	14,052,278	-16	3,690,382	-2
	1981	35,282,029	-8	9,910,629	-6	4,584,384	+7	17,038,384	-13	3,748,632	-8
	1980	38,385,627	-4	10,542,195	-1	4,270,184	+11	19,482,789	+6	4,090,459	+3
	1979	36,932,918	+8	10,687,602	+1	3,841,676	+22	18,415,333	+10	3,998,307	+8
	1978	34,209,447	--	10,583,502	--	3,149,110	--	16,780,693	--	3,696,142	--
Total Instrument Approaches[1]	1982	2,114,360	+6	720,236	+14	405,147	(*)	862,606	+1	126,371	+17
	1981	1,996,696	-5	630,949	-9	403,915	+17	853,980	-11	107,852	+6
	1980	2,096,485	-13	694,469	-23	345,554	+9	955,176	-11	101,286	-22
	1979	2,420,987	+12	899,506	+8	316,334	+15	1,075,005	+13	130,142	+25
	1978	2,163,359	--	829,435	--	276,132	--	954,014	--	103,778	--
Total Instrument Approaches at Control Facilities	1982	1,981,648	+4	704,419	+14	370,187	-4	791,650	-1	115,392	+12
	1981	1,904,650	-2	617,776	-8	385,269	+21	798,700	-8	102,905	+28
	1980	1,949,077	-14	669,548	-23	318,814	+11	866,326	-11	94,389	-24
	1979	2,253,875	+13	871,388	+9	287,429	+14	971,113	+14	123,945	+27
	1978	1,998,170	--	797,630	--	250,985	--	852,371	--	97,184	--

(*) Less than 0.5 percent.

[1] Includes instrument approaches at Air Route Traffic Control Centers.

TABLE 2.11

AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES: CALENDAR YEARS 1978-1982

	Year	FLIGHT PLANS ORIGINATED						AIRPORT ADVISORIES		PILOT BRIEFS	
		Total	Annual Change	IFR-DVFR	Annual Change	VFR	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations	1982	8,395,215	-4	6,479,626	0	1,915,589	-14	3,459,274	+4	17,417,915	-3
	1981	8,750,719	-2	6,485,570	-1	2,265,149	-4	3,329,772	-17	17,959,198	(*)
	1980	8,932,399	-5	6,565,094	-4	2,367,305	-7	4,003,016	+25	17,910,285	-5
	1979	9,405,663	+4	6,864,568	+6	2,541,095	-5	3,200,780	-3	18,935,293	+4
	1978	9,125,016	--	6,453,679	--	2,671,337	--	3,297,082	--	18,250,877	--
Combined Station/ Towers	1982	0	0	0	0	0	0	0	0	0	0
	1981	4,195	-37	1,574	-45	2,621	-33	0	0	4,855	-35
	1980	6,673	-76	2,854	-46	3,891	-85	0	0	7,504	-63
	1979	30,925	-31	5,248	-30	25,677	-32	0	0	20,028	-24
	1978	45,094	--	7,504	--	37,590	--	0	--	26,427	--
International Flight Service Stations	1982	384,385	-20	184,982	-7	199,403	-29	24,039	+56	408,214	-17
	1981	482,057	-9	199,840	-12	282,217	-6	15,369	+435	489,851	-4
	1980	527,660	-6	226,553	-5	301,107	+8	2,875	-14	508,608	-2
	1979	495,870	+4	216,278	+8	279,592	+1	3,335	+82	518,653	(*)
	1978	478,495	--	201,003	--	277,492	--	1,829	--	516,546	--

(*) Less than 0.5 percent.

TABLE 2.12

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES,
BY AVIATION CATEGORY
CALENDAR YEARS 1978 - 1982

	Year	AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations	1982	9,359,261	-5	421,005	+3	1,182,321	+20	7,330,468	-9	425,467	+2
	1981	9,844,623	+4	410,486	+8	981,243	+12	8,016,605	+3	436,289	+6
	1980	9,473,760	-6	379,157	-8	872,495	+2	7,812,776	-7	410,462	-3
	1979	10,113,557	-1	414,191	+1	855,003	+2	8,420,292	-1	424,071	-17
	1978	10,226,383	--	408,740	--	838,524	--	8,468,978	--	510,141	--
IFR-DVFR	1982	2,460,293	+13	340,448	+6	464,884	+41	1,519,064	+8	135,897	+5
	1981	2,183,507	+13	320,595	+6	328,616	+29	1,404,605	+12	129,691	+3
	1980	1,938,540	-6	301,898	-9	255,192	-1	1,255,195	-6	126,255	-6
	1979	2,060,752	+8	332,887	+2	258,031	+18	1,335,087	+13	134,747	-25
	1978	1,905,207	--	324,932	--	217,898	--	1,183,900	--	178,477	--
VFR	1982	6,898,968	-10	80,557	-10	717,437	+10	5,811,404	-12	289,570	-6
	1981	7,661,116	+2	89,891	+16	652,627	+6	6,612,000	(*)	306,598	+8
	1980	7,534,090	-6	77,243	-5	617,189	+3	6,555,333	-7	284,005	-2
	1979	8,052,805	-3	81,304	-3	596,972	-4	7,085,205	-3	289,324	-13
	1978	8,321,176	--	83,808	--	620,626	--	7,285,078	--	331,664	--

(*) Less than 0.5 percent.

TABLE 2.12 (Continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES,
BY AVIATION CATEGORY
CALENDAR YEARS 1978 - 1982

	Year	AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Combined Station/ Tower	1982	0	0	0	0	0	0	0	0	0	0
	1981	7,143	-23	26	-84	3,570	-13	2,974	-41	573	-43
	1980	9,239	-85	165	-64	4,117	-87	5,074	-79	1,013	-81
	1979	61,358	-34	456	-31	31,894	-42	23,791	-21	5,217	-29
	1978	92,673	--	661	--	54,640	--	29,980	--	7,392	--
IFR-DVFR	1982	0	0	0	0	0	0	0	0	0	0
	1981	455	-56	24	-85	19	-73	356	-47	56	-59
	1980	1,036	-67	159	-64	71	-93	669	+36	137	-79
	1979	3,107	-24	443	-28	974	-39	1,046	+8	644	-31
	1978	4,114	--	612	--	1,602	--	970	--	930	--
VFR	1982	0	0	0	0	0	0	0	0	0	0
	1981	6,688	-28	2	-67	3,551	-12	2,618	-41	517	-41
	1980	9,333	-84	6	-54	4,046	-87	4,405	-81	876	-81
	1979	58,251	-33	13	-74	31,920	-40	22,745	-22	4,573	-29
	1978	88,559	--	49	--	53,038	--	29,010	--	6,462	--

(*) Less than 0.5 percent.

NOTE: All Combined Station/Towers have been closed.

TABLE 2.12 (Continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES,
BY AVIATION CATEGORY
CALENDAR YEARS 1978 - 1982

		AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
International Flight Service Stations	1982	597,927	-21	122,342	-30	148,772	-15	314,724	-15	12,089	-68
	1981	758,607	(*)	175,708	+12	175,717	-18	369,596	+4	37,586	+15
	1980	761,023	+2	156,934	+21	214,371	-2	357,014	-4	32,704	+14
	1979	747,801	+7	130,217	+28	218,115	-13	370,877	+19	28,592	-7
	1978	696,519	--	101,623	--	251,860	--	312,211	--	30,825	--
IFR-DVFR	1982	151,153	-27	120,893	-28	2,981	-10	21,398	-28	5,881	-7
	1981	207,676	+7	168,127	+9	3,318	-21	29,874	(*)	6,357	+15
	1980	193,603	+17	154,274	+21	4,194	-7	29,609	+3	5,526	+3
	1979	165,805	+20	127,127	+26	4,520	+23	28,771	+5	5,387	-9
	1978	138,053	--	101,061	--	3,667	--	27,427	--	5,898	--
VFR	1982	446,774	-19	1,449	-81	145,791	-15	293,326	-27	6,208	-80
	1981	550,931	-3	7,581	+185	172,399	-18	339,722	+4	31,229	+15
	1980	567,420	-3	2,660	-14	210,177	-2	327,405	-5	27,178	-17
	1979	581,996	+4	3,090	+450	213,595	-14	342,106	+20	23,205	-7
	1978	558,466	--	562	--	248,193	--	284,784	--	24,922	--

(*) Less than 0.5 percent.

III. AIRPORTS

Information about U.S. civil and joint-use landing facilities (including airports, heliports, stolports, and seaplane bases) was furnished by the FAA Office of Airport Standards. This information was obtained through physical inspection and mail solicitations, and was reported on the Airport Master Record (Form FAA 5010-1) and FAA Landing Facilities Information Request on Airports, Heliports, Stolports, and Seaplane Bases (Forms 5010-2 and 5010-5).

The Airport and Airway Improvement Act of 1982 caused some dramatic changes to the Airport Development Aid Program (Table 3.6). Under the old program, data were provided for Air Carrier and General Aviation "Total Federal Funds, 000", "Total Airports", and "Total Projects". Under the new program, however, there are new categories. Instead of Air Carrier and General Aviation data, there is now data for Primary, Commercial, Reliever, and General Aviation airports, and for System Planning. Please see the Glossary for definitions for these terms under "Airports Grants-in-Aid Program".

TABLE 3.1
AIRPORTS ON RECORD WITH FAA
1973 - 1982*

Year	Total	With Runway Lights	With Paved Runways	Airports of Entry
1973	12,700	3,880	4,527	60
1974	13,062	3,999	4,716	61
1975	13,251	4,171	4,865	62
1976	13,770	4,362	5,106	76
1977	14,117	4,483	5,313	70
1978	14,574	4,567	5,484	70
1979	14,746	4,631	5,618	60
1980	15,161	4,738	5,833	69
1981	15,476	4,796	6,012(R)	69
1982	15,831	4,842	6,224	63

* Excludes landing rights airports.
(R) Revised.

TABLE 3.2

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES, AND REPORTED ABANDONMENTS ON RECORD, BY FAA REGION AND STATE: DECEMBER 31, 1982

FAA Region and State	Total Aircraft Facilities	Airports	Heliports	Stolports	Seaplane Bases	Reported Abandonments During Year
Total	15,831	12,596	2,712	65	458	444
United States--Total*	15,778	12,562	2,697	65	454	442
Alaskan--Total	666	508	25	---	133	24
Central--Total	1,379	1,260	106	3	10	41
Iowa	273	244	28	1	---	9
Kansas	377	355	17	1	4	7
Missouri	398	343	48	1	6	13
Nebraska	331	318	13	---	---	12
Eastern--Total	2,011	1,353	575	11	72	59
Delaware	35	21	14	---	---	2
District of Columbia	16	2	14	---	---	---
Maryland	147	105	37	4	1	2
New Jersey	280	119	149	---	12	6
New York	486	356	100	1	29	12
Pennsylvania	696	487	189	4	16	24
Virginia	262	204	52	2	4	11
West Virginia	89	59	20	---	10	2
Great Lakes--Total	4,023	3,464	451	9	99	112
Illinois	908	737	161	---	10	50
Indiana	490	429	56	1	4	13
Michigan	421	379	35	2	5	11
Minnesota	498	414	17	1	66	8
North Dakota	442	439	3	---	---	6
Ohio	681	515	158	3	5	14
South Dakota	163	159	3	1	---	1
Wisconsin	420	392	18	1	9	9
New England--Total	521	338	122	5	56	24
Connecticut	105	54	43	2	6	2
Maine	147	105	8	---	34	15
Massachusetts	134	77	47	1	9	3
New Hampshire	54	42	8	---	4	1
Rhode Island	18	12	4	---	2	---
Vermont	63	48	12	2	1	3

TABLE 3.2 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES, AND REPORTED ABANDONMENTS ON RECORD, BY FAA REGION AND STATE: DECEMBER 31, 1982

FAA Region and State	Total Aircraft Facilities	Airports	Heliports	Stolports	Seaplane Bases	Reported Abandonments During Year
Northwest Mountain--Total	1,619	1,298	290	8	23	37
Colorado	326	222	96	4	4	4
Idaho	197	179	15	---	3	3
Montana	191	179	11	---	1	4
Oregon	332	258	68	3	3	7
Utah	96	79	16	---	1	7
Washington	372	287	73	1	11	9
Wyoming	105	94	11	---	---	3
Southern--Total	1,919	1,529	350	17	23	50
Alabama	167	138	29	---	---	1
Florida	529	374	136	3	16	11
Georgia	295	242	48	4	1	8
Kentucky	127	102	25	---	---	4
Mississippi	180	164	16	---	---	4
North Carolina	280	237	41	1	1	13
Puerto Rico	32	17	14	---	1	2
South Carolina	135	126	9	---	---	3
Tennessee	168	127	31	9		14
Virgin Islands	6	2	1	---	3	---
Southwest--Total	2,425	1,960	436	4	25	57
Arkansas	157	152	5	---	---	7
Louisiana	303	178	107	---	18	8
New Mexico	159	147	11	---	1	3
Oklahoma	322	283	38	---	1	6
Texas	1,484	1,200	275	4	5	33
Western Pacific--Total	1,268	886	357	8	17	40
Arizona	233	168	62	3	---	12
California	843	566	257	4	16	23
Hawaii	49	36	13	---	---	2
Nevada	128	101	25	1	1	3
South Pacific**	15	15	---	---	---	---

* Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.
** American Samoa, Guam and Trust Territories.

TABLE 3.3

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD BY TYPE OF OWNERSHIP
DECEMBER 31, 1982

FAA Region and State	Total Facilities	By Ownership		Paved Airports		Unpaved Airports	
		Public	Private	Lighted	Not Lighted	Lighted	Not Lighted
Total	15,831	4,805	11,026	3,896	2,328	946	8,661
United States-Total*	15,778	4,774	11,004	3,877	2,305	946	8,650
Alaskan--Total	666	454	212	44	15	70	537
Central--Total	1,379	462	917	397	93	136	753
Iowa	273	121	152	101	17	56	99
Kansas	377	130	247	105	15	36	221
Missouri	398	116	282	117	44	25	212
Nebraska	331	95	236	74	17	19	221
Eastern--Total	2,011	319	1,692	420	345	124	1,122
Delaware	35	4	31	6	7	8	14
Dist. of Columbia	16	7	9	5	8	---	3
Maryland	147	25	122	39	24	11	73
New Jersey	280	36	244	46	59	17	158
New York	486	81	405	101	82	36	267
Pennsylvania	696	79	617	118	110	41	427
Virginia	262	59	203	75	34	9	144
West Virginia	89	28	61	30	21	2	36
Great Lakes--Total	4,023	862	3,161	769	287	330	2,637
Illinois	908	99	809	114	72	58	664
Indiana	490	80	410	89	38	37	326
Michigan	421	132	289	125	33	44	219
Minnesota	498	146	352	96	10	45	347
North Dakota	442	97	345	58	9	27	348
Ohio	681	134	547	142	96	56	387
South Dakota	163	74	89	44	5	31	83
Wisconsin	420	100	320	101	24	32	263
New England--Total	521	137	384	131	107	9	274
Connecticut	105	15	90	27	33	1	44
Maine	147	44	103	28	13	3	103
Massachusetts	134	35	99	41	40	3	50
New Hampshire	54	15	39	17	13	2	22
Rhode Island	18	8	10	7	3	---	8
Vermont	63	20	43	11	5	---	47

TABLE 3.3 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD BY TYPE OF OWNERSHIP
DECEMBER 31, 1982

FAA Region and State	Total Facilities	By Ownership		Paved Airports		Unpaved Airports	
		Public	Private	Lighted	Not Lighted	Lighted	Not Lighted
Northwest Mountain--Total	1,619	651	968	413	280	94	832
Colorado	326	90	236	76	68	18	164
Idaho	197	129	68	40	21	3	133
Montana	191	118	73	66	16	16	93
Oregon	332	96	236	66	65	19	182
Utah	96	55	41	42	20	1	33
Washington	372	118	254	94	73	34	171
Wyoming	105	45	60	29	17	3	56
Southern--Total	1,919	755	1,164	683	293	94	849
Alabama	167	97	70	93	30	5	39
Florida	529	136	393	125	85	29	290
Georgia	295	124	171	111	40	10	134
Kentucky	127	64	63	54	29	4	40
Mississippi	180	83	97	72	25	8	75
North Carolina	280	90	190	89	28	17	146
Puerto Rico	32	14	18	11	18	---	3
South Carolina	135	64	71	51	12	13	59
Tennessee	168	79	89	75	26	8	59
Virgin Islands	6	4	2	2	---	---	4
Southwest--Total	2,425	680	1,745	678	493	68	1,186
Arkansas	157	85	72	72	23	5	57
Louisiana	303	75	228	73	75	5	150
New Mexico	159	66	93	46	25	2	86
Oklahoma	322	131	191	119	53	13	137
Texas	1,484	323	1,161	368	317	43	756
Western-Pacific--Total	1,268	485	783	361	415	21	471
Arizona	233	88	145	64	51	5	113
California	843	297	546	256	304	12	271
Hawaii	49	18	31	11	25	1	12
Nevada	128	69	59	24	30	3	71
South Pacific**	15	13	2	6	5	---	4

* Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.
** American Samoa, Guam and Trust Territories.

TABLE 3.4

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD BY LENGTH OF LONGEST RUNWAY, BY FAA REGION AND STATE
DECEMBER 31, 1982

FAA Region and State	Total	Under 3,000	3,000-3,999	4,000-4,999	5,000-5,999	6,000-6,999	7,000-7,999	8,000-8,999	9,000-9,999	10,000- & Over
Total	15,831	10,382	2,621	1,118	807	319	173	109	60	242
United States--Total*	15,778	10,354	2,617	1,114	803	315	170	108	58	239
Alaskan--Total	666	357	75	61	68	23	12	8	2	60
Central--Total	1,379	973	258	68	35	14	12	7	2	10
Iowa	273	189	53	18	4	5	1	2	1	---
Kansas	377	265	69	17	15	---	7	1	---	3
Missouri	398	289	72	12	10	6	2	1	---	6
Nebraska	331	230	64	21	6	3	2	3	1	1
Eastern--Total	2,011	1,601	181	72	71	27	14	9	9	27
Delaware	35	28	3	2	1	---	1	---	---	---
District of Columbia	16	14	---	---	---	1	---	---	---	1
Maryland	147	120	16	6	3	---	---	1	1	---
New Jersey	280	237	21	4	9	1	3	1	1	3
New York	486	363	47	20	16	10	4	3	4	19
Pennsylvania	696	598	45	19	17	7	3	1	2	4
Virginia	262	190	36	16	11	4	1	3	1	---
West Virginia	89	51	13	5	14	4	2	---	---	---
Great Lakes--Total	4,023	3,058	546	155	108	58	27	20	9	42
Illinois	908	799	62	16	12	9	3	3	---	4
Indiana	490	389	59	14	14	4	2	1	2	5
Michigan	421	282	79	17	20	10	6	1	1	5
Minnesota	498	311	86	23	29	15	6	6	---	22
North Dakota	442	352	63	17	4	2	2	1	1	---
Ohio	681	530	84	35	17	7	1	3	3	1
South Dakota	163	91	47	14	3	5	2	1	---	---
Wisconsin	420	304	66	19	9	6	5	4	2	5
New England--Total	521	358	52	29	41	11	8	2	2	18
Connecticut	105	86	5	6	5	---	1	---	1	1
Maine	147	79	17	14	13	5	3	1	---	15
Massachusetts	134	94	16	5	12	3	1	1	1	1
New Hampshire	54	35	8	---	7	2	1	---	---	1
Rhode Island	18	12	1	2	1	1	1	---	---	---
Vermont	63	52	5	2	3	---	1	---	---	---

TABLE 3.4 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD BY LENGTH OF LONGEST RUNWAY, BY FAA REGION AND STATE
DECEMBER 31, 1982

FAA Region and State	Total	Under 3,000	3,000-3,999	4,000-4,999	5,000-5,999	6,000-6,999	7,000-7,999	8,000-8,999	9,000-9,999	10,000- & Over
Northwest Mountain-Total	1,619	912	286	184	121	43	24	13	12	24
Colorado	326	169	54	47	28	10	7	6	1	4
Idaho	197	102	43	31	13	2	---	1	3	2
Montana	191	70	69	28	12	2	---	2	4	4
Oregon	332	245	39	20	15	7	2	1	---	3
Utah	96	20	18	22	19	9	5	---	1	2
Washington	372	275	45	13	20	5	4	1	2	7
Wyoming	105	31	18	23	14	8	6	2	1	2
Southern--Total	1,919	1,058	440	184	124	44	24	21	8	16
Alabama	167	73	42	27	10	5	2	5	2	1
Florida	529	321	91	45	32	15	8	6	1	10
Georgia	295	161	75	22	27	5	---	3	1	1
Kentucky	127	80	19	13	8	5	1	---	1	---
Mississippi	180	76	72	15	8	3	2	3	1	---
North Carolina	280	171	60	28	8	5	5	2	---	1
Puerto Rico	32	22	3	2	3	---	---	---	---	2
South Carolina	135	65	43	7	15	2	2	1	---	---
Tennessee	168	87	35	24	13	4	2	1	2	---
Virgin Islands	6	2	---	1	---	---	2	---	---	1
Southwest--Total	2,425	1,318	577	243	157	49	33	16	7	25
Arkansas	157	68	51	15	13	8	1	1	---	---
Louisiana	303	186	66	18	13	4	2	2	1	11
New Mexico	159	36	23	33	39	10	11	3	---	4
Oklahoma	322	191	83	20	16	4	3	1	2	2
Texas	1,484	837	354	157	76	23	16	9	4	8
Western-Pacific--Total	1,268	747	206	122	82	50	19	13	9	20
Arizona	233	110	40	44	18	11	5	3	---	2
California	843	550	142	54	40	25	7	6	4	15
Hawaii	49	37	3	2	2	2	1	---	1	1
Nevada	128	46	20	21	21	8	5	3	2	2
South Pacific**	15	4	1	1	1	4	1	1	2	---

* Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

** American Samoa, Guam, and Trust Territories.

TABLE 3.5

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD, BY FAA REGION AND STATE AND OTHER AREAS DECEMBER 31, 1973 - 1982

FAA Region and State	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Total	12,700	13,062	13,251	13,770	14,117	14,574	14,746	15,161	15,476	15,831
United States--Total*	12,656	13,019	13,207	13,728	14,069	14,525	14,693	15,107	15,422	15,778
Alaskan--Total	766	766	769	762	763	756	734	731	689	666
Central--Total	1,197	1,205	1,198	1,243	1,274	1,322	1,325	1,340	1,373	1,379
Iowa	246	248	241	250	253	257	258	267	270	273
Kansas	315	314	318	334	351	372	374	377	376	377
Missouri	341	346	343	358	365	371	374	377	393	398
Nebraska	295	297	296	301	305	322	319	319	334	331
Eastern--Total	1,631	1,729	1,776	1,860	1,906	1,976	1,961	1,971	2,003	2,011
Delaware	30	32	32	32	32	32	35	36	37	35
District of Columbia	9	14	16	16	17	17	18	18	16	16
Maryland	107	123	128	135	142	148	144	150	145	147
New Jersey	207	222	222	239	254	263	266	265	271	280
New York	465	478	488	496	490	498	482	471	486	486
Pennsylvania	541	579	609	644	651	692	684	694	698	696
Virginia	220	227	230	240	249	255	256	260	260	262
West Virginia	52	54	51	58	71	71	76	77	90	89
Great Lakes--Total	2,799	2,914	2,940	3,095	3,177	3,370	3,439	3,641	3,813	4,023
Illinois	773	829	831	867	876	901	891	942	929	908
Indiana	220	232	237	293	306	317	325	347	365	490
Michigan	401	403	400	421	413	418	413	419	417	421
Minnesota	279	295	301	312	336	420	468	491	493	498
North Dakota	194	196	198	209	211	217	221	229	365	442
Ohio	536	543	548	558	569	584	586	652	674	681
South Dakota	115	124	125	131	134	142	153	159	162	163
Wisconsin	281	292	303	321	332	371	382	402	408	420
New England--Total	481	512	529	547	542	540	536	542	534	521
Connecticut	83	91	91	104	103	104	106	108	105	105
Maine	155	158	161	162	162	157	160	162	158	147
Massachusetts	125	131	139	141	139	140	137	138	136	134
New Hampshire	50	56	58	57	54	55	52	52	52	54
Rhode Island	17	17	18	22	24	23	20	18	18	18
Vermont	51	59	62	61	60	61	61	64	65	63

TABLE 3.5 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS,
AND SEAPLANE BASES ON RECORD,
BY FAA REGION AND STATE AND OTHER AREAS
DECEMBER 31, 1973 - 1982

FAA Region and State	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Northwest Mountain--Total	1,275	1,318	1,340	1,414	1,457	1,490	1,542	1,593	1,586	1,619
Colorado	220	228	230	255	261	272	301	307	312	326
Idaho	170	174	181	187	190	190	194	197	196	197
Montana	167	168	167	172	169	172	177	185	190	191
Oregon	264	273	277	286	301	302	308	323	318	332
Utah	92	93	90	90	93	95	100	104	102	96
Washington	278	296	307	334	350	365	365	371	363	372
Wyoming	84	86	88	90	93	94	97	106	105	105
Southern--Total	1,409	1,436	1,474	1,555	1,666	1,719	1,765	1,851	1,895	1,919
Alabama	127	126	129	131	142	147	156	163	165	167
Florida	332	341	355	391	438	454	458	485	506	529
Georgia	232	236	248	262	275	278	283	288	293	295
Kentucky	80	81	87	90	97	101	112	128	125	127
Mississippi	138	141	145	148	154	160	165	171	180	180
North Carolina	227	236	237	251	258	270	271	285	286	280
Puerto Rico	27	26	25	23	27	27	32	32	33	32
South Carolina	120	117	116	123	126	126	127	132	137	135
Tennessee	122	128	128	132	144	150	155	160	164	168
Virgin Islands	4	4	4	4	4	5	6	7	6	6
Southwest--Total	2,020	2,046	2,070	2,087	2,123	2,227	2,227	2,263	2,333	2,425
Arkansas	161	161	165	166	167	167	167	156	157	157
Louisiana	278	286	281	280	282	291	291	289	292	303
New Mexico	134	134	134	139	139	145	145	149	156	159
Oklahoma	278	273	277	285	285	292	292	294	297	322
Texas	1,119	1,192	1,213	1,217	1,250	1,332	1,332	1,375	1,431	1,484
Western-Pacific--Total	1,122	1,136	1,152	1,190	1,209	1,220	1,217	1,229	1,250	1,268
Arizona	196	196	196	202	209	210	210	216	224	233
California	753	769	781	804	813	819	819	825	832	843
Hawaii	46	47	47	53	56	54	54	50	51	49
Nevada	114	111	113	118	118	119	119	123	128	128
South Pacific**	13	13	15	15	16	12	11	15	15	15

* Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.
** American Samoa, Guam, and Trust Territories.

TABLE 3.6

AIRPORT IMPROVEMENT PROGRAM: FISCAL YEAR 1982
(EXCLUDES AMENDMENT TO GRANTS)

FAA Region and State	Primary		Commercial		Reliever		General Aviation		System Planning	
	Total Federal Funds ($000)	Total Projects	Total Federal Funds ($000)	Total Projects	Total Federal Funds ($000)	Total Projects	Total Federal Funds ($000)	Total Projects	Total Federal Funds ($000)	Total Projects
Total	256,507	251	31,191	88	48,947	62	65,395	213	3,677	31
United States--Total*	243,108	244	30,451	85	48,947	62	65,395	213	3,677	31
Alaskan--Total	900	1	2,835	2	-	-	5,219	4	-	-
Central--Total	14,777	16	4,732	13	3,800	6	5,824	16	394	4
Iowa	2,591	6	562	3	-	-	1,057	3	-	-
Kansas	2,796	4	1,748	5	2,799	3	1,671	5	109	2
Missouri	8,832	4	952	2	1,001	3	1,218	6	290	2
Nebraska	558	2	1,470	3	-	-	1,878	2	-	-
Eastern--Total	36,943	40	1,747	6	5,106	6	8,394	28	1,149	11
Delaware	-	-	450	1	-	-	-	-	-	-
Dist. of Columbia	-	-	-	-	-	-	-	-	225	1
Maryland	1,522	2	-	-	-	-	946	3	154	1
New Jersey	3,345	2	640	1	1,862	2	1,016	4	196	2
New York	19,255	15	52	1	-	-	2,459	12	327	4
Pennsylvania	4,749	12	575	2	694	2	2,081	6	95	1
Virginia	5,387	5	30	1	2,550	2	990	2	88	1
West Virginia	2,654	4	-	-	-	-	901	1	63	1
Great Lakes--Total	34,601	39	6,053	18	9,435	8	10,192	28	464	2
Illinois	10,095	7	593	4	3,549	3	1,780	6	-	-
Indiana	4,625	4	610	2	1,649	1	941	5	109	1
Michigan	3,571	8	3,271	7	292	1	2,094	2	-	-
Minnesota	2,582	2	486	2	500	1	1,415	1	-	-
North Dakota	3,306	3	268	1	-	-	678	1	-	-
Ohio	5,322	6	690	1	3,445	2	1,623	7	-	-
South Dakota	1,183	3	135	1	-	-	677	4	-	-
Wisconsin	3,918	6	-	-	-	-	983	2	354	1
New England--Total	10,982	11	1,177	8	1,608	3	2,237	15	0	0
Connecticut	1,213	1	257	1	-	-	54	1	-	-
Maine	1,031	4	1,169	3	-	-	883	9	-	-
Massachusetts	4,313	3	270	3	1,528	2	426	3	-	-
New Hampshire	226	1	-	-	80	1	174	1	-	-
Rhode Island	3,683	1	-	-	-	-	-	-	-	-
Vermont	514	1	81	1	-	-	700	1	-	-

TABLE 3.6 (Continued)

AIRPORT IMPROVEMENT PROGRAM: FISCAL YEAR 1982
(EXCLUDES AMENDMENT TO GRANTS)

FAA Region and State	Primary		Commercial		Reliever		General Aviation		System Planning	
	Total Federal Funds ($000)	Total Projects	Total Federal Funds ($000)	Total Projects	Total Federal Funds ($000)	Total Projects	Total Federal Funds ($000)	Total Projects	Total Federal Funds ($000)	Total Projects
Northwest Mountain--Total	20,743	30	1,737	8	8,167	6	8,166	26	207	3
Colorado	2,970	5	573	2	5,277	3	1,138	4	54	1
Idaho	1,509	4	318	1	-	-	956	5	-	-
Montana	3,514	7	-	-	-	-	1,153	4	-	-
Oregon	3,838	3	-	-	1,904	2	1,642	6	99	1
Utah	1,400	1	39	1	-	-	1,085	3	-	-
Washington	6,514	8	98	1	986	1	1,158	1	54	1
Wyoming	998	2	709	3	-	-	1,035	3	-	-
Southern--Total	62,759	47	3,523	7	8,173	11	10,212	36	0	0
Alabama	3,762	3	-	-	1,153	1	941	5	-	-
Florida	21,210	17	1,008	3	2,235	4	2,465	8	-	-
Georgia	11,677	4	-	-	1,702	2	1,082	3	-	-
Kentucky	2,359	3	-	-	450	1	1,014	5	-	-
Mississippi	1,152	3	2,228	2	-	-	1,008	4	-	-
North Carolina	5,446	5	98	1	-	-	1,065	2	-	-
Puerto Rico	2,604	2	188	1	-	-	-	-	-	-
South Carolina	3,054	4	-	-	157	1	1,361	4	-	-
Tennessee	4,472	4	-	-	2,476	2	1,275	5	-	-
Virgin Islands	7,024	2	-	-	-	-	-	-	-	-
Southwest--Total	32,743	41	4,076	15	7,480	15	7,990	33	401	5
Arkansas	2,987	6	696	4	77	1	870	5	-	-
Louisiana	4,024	12	1,319	2	714	4	1,942	5	176	2
New Mexico	1,279	2	788	3	1,461	2	1,072	4	-	-
Oklahoma	3,648	2	348	1	1,117	2	898	7	-	-
Texas	20,805	19	925	5	4,112	6	3,209	12	225	3
Western Pacific--Total	42,058	26	4,710	11	5,178	7	7,160	27	1,059	6
Arizona	4,203	4	482	2	3,559	4	1,763	8	237	2
California	25,516	16	3,067	6	1,619	3	4,232	14	822	4
Hawaii	7,448	2	-	-	-	-	159	1	-	-
N. Mariana Islands	351	1	-	-	-	-	-	-	-	-
Nevada	1,120	1	609	1	-	-	1,006	4	-	-
South Pacific**	3,419	2	552	2	-	-	-	-	-	-

* Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.
** America Samoa, Guam, and Trust Territories.

NOTE: See Chapter introduction for explanation of changes. Also, see Glossary under "Airports Grants-in Aid Program" for definitions of new categories.

Total Federal Funds columns may not add due to rounding.

IV. AIR CARRIER PASSENGERS

AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS
(TABLES 4.1 - 4.11)

COMMUTERS
(TABLES 4.12 - 4.17)

AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS

The data presented in this section of the chapter were obtained from information reported quarterly to the Civil Aeronautics Board (CAB) by the certificated route air carriers on Schedule T-3 (a)(b)(c)--airport activity statistics of CAB Form 41, uniform system of accounts and reports for certificated air carriers. These statistics summarize revenue; passenger enplanements; aircraft departures; and tons of freight, express, and mail enplaned at the 585 certificated points in the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration (FAA) receiving scheduled and nonscheduled service during calendar year 1982.

Air traffic hubs are not airports; they are the cities and Standard Metropolitan Statistical Areas (SMSA) requiring aviation services. An SMSA is a county that contains at least one city of 50,000 population, or twin cities with a combined population of at least 50,000, plus any contiguous counties that are metropolitan in character and have similar economic and social relationships. These metropolitan areas constitute a primary focal point for the transportation research programs of the FAA, and the analyses of individual cities within an area are treated in relationship to the entire area. In those instances where two or more individually certificated communities are located in an SMSA, those communities are grouped under the SMSA definition throughout this publication.

Individual communities fall into four hub classifications as determined by each community's percentage of the total enplaned revenue passengers in all services and all operations of U.S. certificated route air carriers within the 50 States, the District of Columbia, and other U.S. areas designated by the FAA. Classifications in this issue are based on 277,751,030 total enplaned revenue passengers.

The percentage and number of enplaned passengers in the hub classifications for calendar year 1982 are:

Hub Classification	Percentage of Total Enplaned Passengers	Number of Enplaned Passengers
Large (L)	1.00 or more	2,777,510 or more
Medium (M)	0.25 to 0.99	694,378 to 2,777,509
Small (S)	0.05 to 0.24	138,876 to 694,377
Nonhub (N)	less than 0.05	less than 138,875

For the 12-month period ending December 31, 1982, there were 144 air traffic hubs. These hubs represented 24.6 percent of the 585 certificated points in the 50 States, the District of Columbia, and other U.S. areas receiving air carrier service during the period. The dominance of the hubs in the air traffic patterns is brought out by the fact that of the 277,751,030 passenger enplanements during the period, 97.1 percent (269,588,751) were recorded at the 144 hubs, while the nonhubs accounted for only 2.9 percent (8,162,252). Of the 97.1 percent of the passenger enplanements recorded at the hubs, the 38 large hubs accounted for 70.1 percent, the 43 medium hubs accounted for 20.0 percent, and the 63 small hubs accounted for 7.0 percent.

Data for passenger enplanements include enplaned passengers in both domestic and international, and scheduled and nonscheduled service of the certificated route air carriers, for all types of aircraft for the 50 States, the District of Columbia, and other U.S. areas designated by the FAA.

AIR TRAFFIC HUBS
December 31, 1982

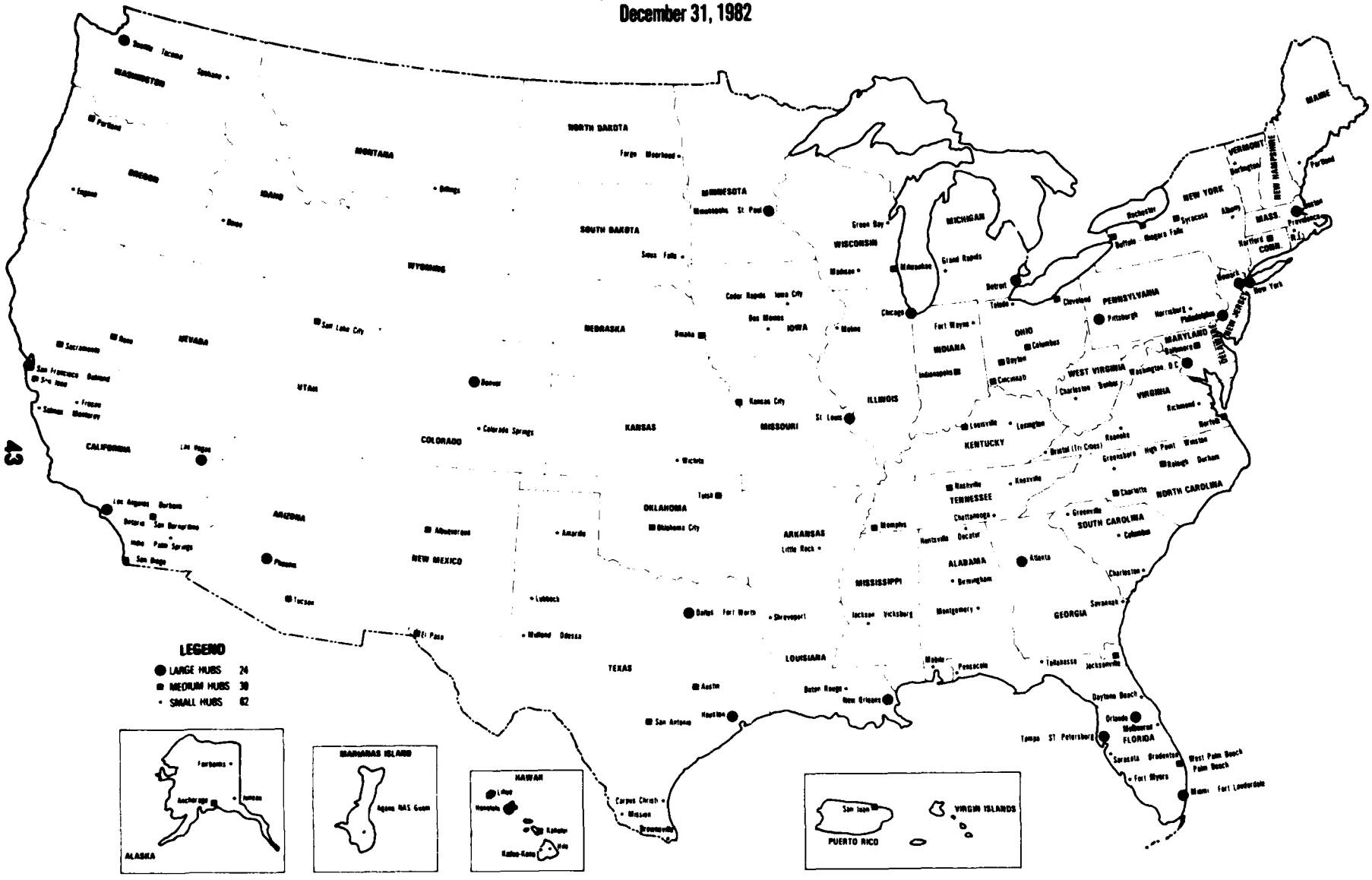


TABLE 4.1

CERTIFICATED ROUTE AIR CARRIERS
AS OF DECEMBER 31, 1982

Air California, Inc.	Midway Airlines, Inc.
Air Florida, Inc.	Mid-South Aviation, Inc.
Air Midwest, Inc.	Mississippi Valley Airlines, Inc.
Air Nevada Airlines, Inc.	Munz Northern Airlines, Inc.
Air North, Inc.	Muse Air Corporation
Air North/Nenana	New York Air, Inc.
Air Wisconsin, Inc.	Newair Flight, Inc.
Alaska Airlines, Inc.	Northeastern International Airways
Alaska International Air	Northwest Airlines, Inc.
Aloha Airlines, Inc.	Ozark Air Lines, Inc.
Altair Airlines, Inc.	Pacific East Air, Inc.
American Airlines, Inc.	Pacific Express
Aspen Airways, Inc.	Pacific Southwest Airlines, Inc.
Best Airlines, Inc.	Pan Americn World Airways, Inc.
Big Sky Airlines, Inc.	People Express Airlines, Inc.
Braniff Airways, Inc.	Piedmont Aviation, Inc.
Capitol International, Inc.	Reeve Aleutian Airways, Inc.
Cascade Airways, Inc.	Republic Airlines, Inc.
Continental Air Lines, Inc.	Rocky Mountain Airways, Inc.
Delta Air Lines, Inc.	Sea Airmotive, Inc.
Eastern Air Lines, Inc.	Sky West Aviation, Inc.
Empire Airlines, Inc.	South Pacific Island Airway
Flying Tiger Line, Inc., The	Southwest Airlines Co.
Frontier Airlines, Inc.	Texas International Airlines, Inc.
Golden West Airlines, Inc.	Trans World Airlines, Inc.
Guy-America Airways, Inc.	United Air Lines, Inc.
Hawaiian Airlines, Inc.	U. S. Air, Inc., d/b/a U. S. Air
Imperial Airlines, Inc.	Western Air Lines, Inc.
Jet America Airlines, Inc.	Western Yukon Air
Kodiak Western Alaska Airlines, Inc.	Wien Air Alaska, Inc.
L. A. B. Flying Service, Inc.	World Airways, Inc.
Midstate Airlines, Inc.	Wright Air Lines, Inc.

TABLE 4.2

AIRLINE TRAFFIC ENPLANED AT U.S. STATIONS
1973 - 1982

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	International			
1973*	189,864,820	182,987,738	6,877,082	4,913,363	899,621.6	3,037,249.3
1974*	195,806,001	189,316,615	6,489,386	4,536,090	894,016.2	2,988,072.3
1975*	194,538,351	188,495,858	6,042,493	4,525,031	890,490.7	2,717,369.5
1976*	213,076,331	206,664,841	6,411,490	4,670,531	957,048.3	2,840,839.9
1977*	229,344,987	222,589,589	6,755,398	4,781,923	997,473.3	3,031,518.1
1978*	261,313,500	253,397,340	7,916,160	4,844,426	1,043,564.5	3,244,108.8
1979*	296,132,661	286,880,624	9,252,037	5,094,736	1,071,071.8	3,122,796.4
1980*	278,957,991	269,585,572	9,372,419	5,131,204	1,520,132.5	3,504,028.3
1981	263,684,851	256,007,148	7,677,703	4,940,700	1,160,808.6	2,643,964.8
1982	275,540,455	268,118,227	7,422,228	4,716,900	1,185,857.7	2,389,304.9

* These data include domestic all-cargo figures which are shown in Table 4.6

NOTE: Data include scheduled and nonscheduled operations.

Source: CAB-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.3

AMERICAN FLAG AIRLINE TRAFFIC ENPLANED AT TERRITORIAL U.S. STATIONS
1973 - 1982

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	International			
1973	2,622,340	40,641	2,581,699	46,080	5,108.6	40,547.9
1974	2,601,804	182**	2,601,622	35,906	5,639.3	45,922.6
1975	2,243,793	--	2,243,793	30,485	5,807.1	47,394.0
1976	2,258,714	--	2,258,714	28,559	5,551.2	48,329.3
1977	2,358,039	--	2,358,039	27,511	6,212.7	55,971.6
1978	2,713,246	--	2,713,246	29,040	5,919.4	59,188.7
1979	2,901,802	3,240	2,898,562	31,388	5,660.7	60,788.1
1980	2,450,861	454	2,450,407	25,644	5,992.8	58,159.1
1981	2,221,106	1,807,670	413,436	21,080	6,135.3	56,561.2
1982	2,210,575	1,718,635	491,940	28,414	5,770.7	56,612.0

** 1974 Domestic total is for scheduled operations only.

NOTE: Data include scheduled and nonscheduled operations.

Source: CAB-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.4*

AMERICAN FLAG AIRLINE TRAFFIC ENPLANED AT FOREIGN STATIONS
1973 - 1982

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	International			
1973	12,614,201	1,822,134	10,792,067	224,793	71,413.6	366,634.1
1974	11,787,449	1,878,916	9,908,533	203,980	68,958.2	367,988.3
1975	10,908,448	1,946,322	8,962,126	189,918	62,206.1	363,510.7
1976	11,575,637	2,156,129	9,419,508	183,431	62,557.5	390,220.0
1977	12,319,732	2,413,989	9,905,743	178,711	63,124.1	384,406.4
1978	13,556,828	2,691,315	10,865,513	174,416	57,401.5	386,444.9
1979	15,422,473	3,018,989	12,403,484	181,857	54,902.0	400,667.0
1980	15,452,058	3,200,402	12,251,656	176,050	56,989.0	417,574.6
1981	15,473,356	3,122,244	12,351,112	174,513	53,913.1	457,816.5
1982	14,787,796	2,912,514	11,875,282	176,314	55,722.8	505,703.0

* Includes operations of certificated all-cargo carriers.

NOTE: Data include scheduled and nonscheduled operations.

Source: CAB-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.5

HELICOPTER TRAFFIC ENPLANED AT U.S. STATIONS
1973 - 1982

Year	Number of Enplaned Passengers	Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
1973	614,592	83,152	154.7	737.9
1974	591,830	80,743	163.5	418.3
1975	505,827	67,923	201.7	210.3
1976	443,651	54,123	109.0	148.8
1977	268,023	35,305	81.1	52.3
1978	282,539	31,779	54.9	53.5
1979	0	0	0	0
1980	0	0	0	0
1981*	--	--	--	--
1982*	--	--	--	--

* See explanation regarding the impact of deregulation in the introduction to Chapter 6.

NOTE: Data include scheduled and nonscheduled operations. No helicopter carriers operated during 1979 and 1980.

Source: CAB-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.6

TOTAL ALL-CARGO AIRLINE TRAFFIC ENPLANED AT U.S. STATIONS
1973 - 1982

Year	Tons of Enplaned Cargo			Tons of Enplaned Mail			Air Carrier Aircraft Departures	Enplaned Passengers
	Total	Domestic	International	Total	Domestic	International		
1973*	517,311.9	306,600.9	210,711.0	48,934.5	15,589.7	32,344.8	31,096	58,395
1974*	573,810.4	321,405.3	252,405.1	44,368.2	16,086.5	28,281.7	31,181	23,680
1975*	537,500.2	284,131.9	253,368.3	38,831.6	10,021.6	28,809.9	28,585	43,591
1976*	538,569.7	285,332.5	253,237.4	37,880.7	8,466.7	29,414.0	25,771	37,340
1977*	578,053.8	332,200.2	245,853.6	37,423.5	9,525.8	27,897.7	25,375	16,020
1978*	769,549.1	495,296.0	274,253.1	45,221.5	17,443.3	27,778.2	32,314	21,151
1979*	839,299.5	574,185.3	265,114.2	35,015.4	14,614.2	20,401.2	31,135	5,518
1980*	861,678.6	582,757.4	278,921.2	39,370.8	16,769.5	22,601.3	29,853	3,202
1981	**	**	**	**	**	**	**	**
1982	**	**	**	**	**	**	**	**

* These data are included in Table 4.2.
** See explanation regarding the impact of deregulation in the introduction to Chapter 6.

NOTE: Data include scheduled and nonscheduled operations.

Source: CAB-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.7

SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER

12 MONTHS ENDING DECEMBER 31, 1982

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority	Nonpriority	Foreign mail
MAJORS									
AMERICAN									
DOMESTIC--SCHEDULED	298855	300517	298176	26046405	296491.25	5224.98	79324.05	51584.66	
NONSCHEDULED	38			8015					
ALL SERVICES	298893	300517	298176	26054420	296491.25	5224.98	79324.05	51588.66	
INTERNATIONAL--SCHEDULED	18729	18310	18172	1613324	23573.54		1361.21	2.04	
NONSCHEDULED	15			1586					
ALL SERVICES	18744	18310	18172	1614910	23573.54		1361.21	2.04	
TOTAL--SCHEDULED	317584	318827	316348	27659729	320064.79	5224.98	80685.26	51590.70	
NONSCHEDULED	53			9601					
ALL SERVICES	317637	318827	316348	27669330	320064.79	5224.98	80685.26	51599.70	
BRANIFF									
DOMESTIC--SCHEDULED	50538	51055	50446	3508781	8971.68	3754.39	12126.90		
NONSCHEDULED	48			2659					
ALL SERVICES	50586	51055	50446	3511440	8971.68	3754.39	12126.90		
INTERNATIONAL--SCHEDULED	5811	5879	5786	402641	4264.46	.36	1124.16	103.69	134.94
NONSCHEDULED	8			946					
ALL SERVICES	5819	5879	5786	403587	4264.46	.36	1124.16	103.69	134.94
TOTAL--SCHEDULED	56349	56934	56232	3911422	13236.14	3754.75	13251.06	103.69	134.94
NONSCHEDULED	56			3605					
ALL SERVICES	56405	56934	56232	3915027	13236.14	3754.75	13251.06	103.69	134.94
CONTINENTAL									
DOMESTIC--SCHEDULED	139982	141694	139626	9128550	115272.55	531.54	27107.60	2982.45	
NONSCHEDULED	228			11739					
ALL SERVICES	140210	141694	139626	9140289	115272.55	531.54	27107.60	2982.45	
INTERNATIONAL--SCHEDULED	10561	10555	10442	640220	9315.44	.32	1656.20		282.28
TOTAL--SCHEDULED	150543	152249	150068	9768770	124587.99	531.86	28763.80	2982.45	282.28
NONSCHEDULED	228			11739					
ALL SERVICES	150771	152249	150068	9780509	124587.99	531.86	28763.80	2982.45	282.28
DELTA									
DOMESTIC--SCHEDULED	488685	491657	487636	32999733	223400.46	11551.80	154596.53		
NONSCHEDULED	201			8794					
ALL SERVICES	488886	491657	487636	33008527	223400.46	11551.80	154596.53		
INTERNATIONAL--SCHEDULED	4550	4565	4546	677007	9301.50		873.03		532.46
TOTAL--SCHEDULED	493235	496222	492182	33676740	232701.96	11551.80	155469.56		532.46
NONSCHEDULED	201			8794					
ALL SERVICES	493436	496222	492182	33685534	232701.96	11551.80	155469.56		532.46
EASTERN									
DOMESTIC--SCHEDULED	470418	471683	465267	32566363	172083.18	12201.58	101519.59	17301.13	
NONSCHEDULED	445			23056					
ALL SERVICES	470863	471683	465267	32589419	172083.18	12201.58	101519.59	17301.13	
INTERNATIONAL--SCHEDULED	30204	30092	29830	2563814	19616.18	495.51	2972.54	458.28	4.04
NONSCHEDULED	252			20411					
ALL SERVICES	30456	30092	29830	2584225	19616.18	495.51	2972.54	458.28	4.04
TOTAL--SCHEDULED	500622	501775	495097	35130177	191699.36	12697.09	104492.13	17759.41	4.04
NONSCHEDULED	697			43467					
ALL SERVICES	501319	501775	495097	35173644	191699.36	12697.09	104492.13	17759.41	4.04
NORTHWEST									
DOMESTIC--SCHEDULED	139631	142268	139199	9316536	133631.37	2599.67	38670.23	19585.82	926.59
NONSCHEDULED	255			74490	95.99				
ALL SERVICES	139886	142268	139199	9391026	133727.36	2599.67	38670.23	19585.82	926.59
INTERNATIONAL--SCHEDULED	12570	12608	12327	2029728	91163.51		9381.11	9422.06	2438.44
NONSCHEDULED	40			3206	79.34				
ALL SERVICES	12610	12608	12327	2032934	91242.85		9381.11	9422.06	2438.44
TOTAL--SCHEDULED	152201	154876	151526	11346264	224794.88	2599.67	48051.34	29007.88	3365.03
NONSCHEDULED	295			77696	175.33				
ALL SERVICES	152496	154876	151526	11423960	224970.21	2599.67	48051.34	29007.98	3365.03
PAN AMERICAN									
DOMESTIC--SCHEDULED	69061	69742	68580	5069048	70179.26	5.98	18975.05	1238.14	218.90
NONSCHEDULED	417			110952	93.57				
ALL SERVICES	69478	69742	68580	5180000	70272.83	5.98	18975.05	1238.14	218.90
INTERNATIONAL--SCHEDULED	68568	68865	67074	7187021	238453.27	9.51	23299.29	10919.50	10318.41
NONSCHEDULED	1455			241919	4457.56				
ALL SERVICES	70023	68865	67074	7428940	242910.83	9.51	23299.29	10919.50	10318.41
TOTAL--SCHEDULED	137629	138607	135654	12256069	308632.53	15.49	42274.34	12157.64	10537.31
NONSCHEDULED	1872			352871	4551.13				
ALL SERVICES	139501	138607	135654	12608940	313183.66	15.49	42274.34	12157.64	10537.31
REPUBLIC									
DOMESTIC--SCHEDULED	460194	466322	453017	18022170	67011.84	2148.10	46425.10	16.42	
NONSCHEDULED	713			46917					
ALL SERVICES	460507	466322	453017	18069087	67011.84	2148.10	46425.10	16.42	
TWA									
DOMESTIC--SCHEDULED	181721	183478	180916	15051128	75163.94	556.16	55895.57	26640.80	.59
NONSCHEDULED	20			2042					
ALL SERVICES	181741	183478	180916	15053170	75163.94	556.16	55895.57	26640.80	.59
INTERNATIONAL--SCHEDULED	13105	13349	13028	2646865	44712.21		16082.89	3151.63	533.47
TOTAL--SCHEDULED	194826	196827	193944	17697993	119876.15	556.16	71978.46	29792.43	534.06
NONSCHEDULED	20			2042					
ALL SERVICES	194846	196827	193944	17700035	119876.15	556.16	71978.46	29792.43	534.06

TABLE 4.7 (Continued)
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER

12 MONTHS ENDING DECEMBER 31, 1982

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority	Nonpriority	Foreign mail
UNITED									
DOMESTIC----------SCHEDULED	398957	404750	398139	32776790	291623.60	10312.13	125315.51	60031.66	
NONSCHEDULED	3237			236393	248.71				
ALL SERVICES	403994	404750	398198	33013183	291872.31	10312.13	125315.51	60031.66	
US AIR									
DOMESTIC----------SCHEDULED	291515	297803	291170	14638933	23271.95	816.69	52057.90		
NONSCHEDULED	1743			83199					
ALL SERVICES	293259	297803	291170	14722132	23271.95	816.69	52057.90		
WESTERN									
DOMESTIC----------SCHEDULED	134937	135673	134660	9621734	72469.74	4233.70	27148.15	15783.17	
NONSCHEDULED	47			5447					
ALL SERVICES	134984	135673	134660	9627181	72469.74	4233.70	27148.15	15783.17	
INTERNATIONAL-----SCHEDULED	4248	4239	4009	378236	4065.16	129.47	291.18	2.19	
TOTAL----------SCHEDULED	139075	139912	138669	9999970	76534.90	4363.17	27439.33	15785.35	
NONSCHEDULED	47			5447					
ALL SERVICES	139122	139912	138669	10005417	76534.90	4363.17	27439.33	15785.35	
TOTAL, ALL CARRIERS									
DOMESTIC----------SCHEDULED	3126295	3156642	3106691	208746177	1349570.82	53336.72	739162.18	195169.25	1146.08
NONSCHEDULED	6832			593693	438.27				
ALL SERVICES	3133127	3156642	3106691	209339870	1350009.09	53336.72	739162.18	195169.25	1146.08
INTERNATIONAL-----SCHEDULED	164336	163662	160214	14138856	644445.27	635.17	57041.61	24059.39	14744.34
NONSCHEDULED	1770			268068	4536.90				
ALL SERVICES	166106	163662	160214	14406924	648982.17	635.17	57041.61	24059.39	14744.34
TOTAL----------SCHEDULED	3290631	3320304	3266905	22884033	1994016.09	54571.89	796203.79	219227.63	15890.42
NONSCHEDULED	8602			861761	4975.17				
ALL SERVICES	3299233	3320304	3266905	23745794	1998991.26	54571.89	796203.79	219227.63	15890.42
NATIONAL									
AIR CALIFORNIA									
DOMESTIC----------SCHEDULED	59338	59123	56717	3438511	2663.20	63.73	935.30		
NONSCHEDULED	499			43215					
ALL SERVICES	59837	59123	56717	3481748	2663.20	63.73	935.30		
AIR FLORIDA									
DOMESTIC----------SCHEDULED	36123	37255	35638	1435603	61.13	7.14	126.66		
NONSCHEDULED	697			31858					
ALL SERVICES	37003	37255	35638	1467461	61.13	7.14	126.66		
INTERNATIONAL-----SCHEDULED	15163	15331	14631	797366	2318.77	5.45	336.19		
NONSCHEDULED	1473			144021					
ALL SERVICES	16636	15331	14631	941387	2318.77	5.45	336.19		
TOTAL----------SCHEDULED	51486	52586	50269	2233969	2379.90	12.59	462.85		
NONSCHEDULED	2190			215115					
ALL SERVICES	53836	52586	50269	2449084	2379.90	12.59	462.85		
ALASKA AIRLINES									
DOMESTIC----------SCHEDULED	34120	34977	33665	1567183	[illegible]		7118.67	3711.50	
NONSCHEDULED	171			6552	[illegible]				
ALL SERVICES	34291	34977	33665	1573735	[illegible]		7118.67	3711.50	
ALOHA									
DOMESTIC----------SCHEDULED	32059	33159	26147	2631282	5147.59		2913.66	1275.85	
NONSCHEDULED	5			217					
ALL SERVICES	32064	33159	26147	2631499	5147.59		2913.66	1275.85	
CAPITOL AIR									
DOMESTIC----------SCHEDULED	1690	1795	1674	129933	1419.30		125.20		
NONSCHEDULED	15			2233					
ALL SERVICES	1695	1795	1674	132166	1419.30		125.20		
INTERNATIONAL-----SCHEDULED	326	339	321	60761	56.40		275.00		
NONSCHEDULED	4			1339					
ALL SERVICES	330	339	321	61761	56.40		275.00		
TOTAL----------SCHEDULED	2004	2134	1995	190670	1475.70		400.20		
NONSCHEDULED	19			3237					
ALL SERVICES	2023	2134	1995	193907	1475.70		400.20		
FLYING TIGER									
DOMESTIC----------SCHEDULED	14048	14209	12939		396817.19		18833.38	4650.61	
NONSCHEDULED	77			14709	1091.53				
ALL SERVICES	14125	14209	12939	14709	397908.72		18833.38	4650.61	
INTERNATIONAL-----SCHEDULED	6617	6738	5333	64376	307153.36		7820.53	9580.54	
NONSCHEDULED	222			49397	4796.25				
ALL SERVICES	6609	6738	5333	113773	311949.61		7820.53	9580.54	
TOTAL----------SCHEDULED	20665	20947	18262	64376	703970.55		26653.91	14031.15	
NONSCHEDULED	369			64106	5887.78				
ALL SERVICES	21034	20947	18262	167482	709858.33		26653.91	14031.15	
FRONTIER									
DOMESTIC----------SCHEDULED	141416	144148	141132	5349673	15077.51	982.38	20316.13		
NONSCHEDULED	3				1.08				
ALL SERVICES	141419	144148	141132	5349673	15078.59	982.38	20316.13		
HAWAIIAN									
DOMESTIC----------SCHEDULED	35699	40756	35290	3165222	7752.14		2739.93	628.17	
NONSCHEDULED	425			13691					
ALL SERVICES	40124	40756	35290	3178913	7752.14		2739.93	628.17	
OZARK									
DOMESTIC----------SCHEDULED	104287	106287	103998	4285669	11371.45	268.76	16521.54	1.30	
NONSCHEDULED	1459			50883			.91		
ALL SERVICES	105746	106287	103998	4336552	11371.45	268.76	16522.45	1.30	

TABLE 4.7 (Continued)
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER

12 MONTHS ENDING DECEMBER 31, 1982

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority	Nonpriority	Foreign mail
PACIFIC SOUTHWEST									
DOMESTIC----------SCHEDULED	97600	87772	86660	7083082	10614.14		7547.58		
NONSCHEDULED	149			19271					
ALL SERVICES	87549	87772	86660	7102353	10614.14		7547.58		
PIEDMONT									
DOMESTIC----------SCHEDULED	187966	190417	187439	8510617	19288.26	616.95	22423.18		
NONSCHEDULED	867			21326					
ALL SERVICES	188833	190417	187439	8541943	19288.26	616.95	22423.18		
SOUTHWEST									
DOMESTIC----------SCHEDULED	140029	142493	139893	9074696					
NONSCHEDULED	26			2681					
ALL SERVICES	140055	142493	139893	9077367					
TEXAS INT'L									
DOMESTIC----------SCHEDULED	64351	65097	64214	3218614	6860.55	136.99	4549.14		9.21
NONSCHEDULED	553			24495					
ALL SERVICES	64904	65097	64214	3243109	6869.55	136.99	4549.14		9.21
WIEN AIR ALASKA									
DOMESTIC----------SCHEDULED	91229	75166	64451	905668	25196.14		12652.45	17109.57	
NONSCHEDULED	687			40496	883.29			6.34	
ALL SERVICES	91916	75166	64451	946164	26079.43		12652.45	17115.91	
WORLD									
DOMESTIC----------SCHEDULED	1242	1108	1057	231995	2579.33			415.76	
NONSCHEDULED	4			652					
ALL SERVICES	1246	1108	1057	232647	2579.33			415.76	
INTERNATIONAL-----SCHEDULED	391	368	319	37162	1401.53			411.12	
NONSCHEDULED	70			22590				129.96	
ALL SERVICES	391	368	319	59752	1401.53			541.08	
TOTAL----------SCHEDULED	1563	1476	1376	269157	3980.86			826.98	
NONSCHEDULED	74			23242				129.96	
ALL SERVICES	1637	1476	1376	292399	3980.86			956.84	
TOTAL, NATIONALS									
DOMESTIC----------SCHEDULED	1034167	1033761	990879	51527729	527756.59	2075.92	116902.82	27562.76	9.21
NONSCHEDULED	5607			272267	2247.30		.91	6.34	
ALL SERVICES	1039774	1033761	990879	51799996	529999.89	2075.92	116803.73	27549.10	9.21
INTERNATIONAL-----SCHEDULED	22405	22776	20552	960263	310930.06	5.45	8431.72	9991.66	
NONSCHEDULED	1859			275410	4796.25			129.96	
ALL SERVICES	24264	22776	20552	1235673	315726.31	5.45	8431.72	10121.62	
TOTAL----------SCHEDULED	1056572	1056537	1011431	52487992	838686.65	2081.37	125234.54	37554.42	9.21
NONSCHEDULED	7466			547677	7039.55		.91	136.30	
ALL SERVICES	1064038	1056537	1011431	53035669	845726.20	2081.37	125235.45	37670.72	9.21
LARGE REGIONALS==========									
AIR MIDWEST									
DOMESTIC----------SCHEDULED	61389	67884	60185	308872	631.08	45.21	136.55		
NONSCHEDULED	38			254					
ALL SERVICES	61427	67884	60185	309126	631.08	45.21	136.55		
AIR WISCONSIN									
DOMESTIC----------SCHEDULED	49286	50776	49220	722887	999.00		335.00		
NONSCHEDULED	2			30					
ALL SERVICES	49288	50776	49220	722917	999.00		335.00		
ALASKA INT'L									
DOMESTIC----------SCHEDULED	3380	3501	2990		25658.00		164.00	7065.00	
CHALLENGE									
INTERNATIONAL-----SCHEDULED	18	22	18		309.00			3.00	
NONSCHEDULED	37				959.00				
ALL SERVICES	55	22	18		1269.00			3.00	
EMPIRE AIRLINES									
DOMESTIC----------SCHEDULED	31399	32609	31091	557985	40.88	69.11	129.78		
NONSCHEDULED	97			1569					
ALL SERVICES	31496	32609	31091	559554	40.88	69.11	129.78		
EVERGREEN INT'L									
DOMESTIC----------SCHEDULED	377	377	377		2631.00			90.00	
NONSCHEDULED	53				34.00				
ALL SERVICES	430	377	377		2665.00			90.00	
JET AMERICA									
DOMESTIC----------SCHEDULED	2400	2454	2386	205199	497.70				
NONSCHEDULED	20			2146					
ALL SERVICES	2420	2454	2386	207345	497.70				
MIDWAY AIRLINES,INC									
DOMESTIC----------SCHEDULED	27869	28319	27449	1259921					
MUSE AIR									
DOMESTIC----------SCHEDULED	14118	14433	14115	863940	42.53				
NONSCHEDULED	2			152					
ALL SERVICES	14120	14433	14115	864092	42.53				
NEW YORK AIR									
DOMESTIC----------SCHEDULED	29925	30636	29817	1738095	14.04				
NONSCHEDULED	4			313					
ALL SERVICES	29929	30636	29817	1738409	14.04				
PACIFIC EAST AIR									
DOMESTIC----------SCHEDULED	565	664	565	69979	308.00				
PACIFIC EXPRESS									
DOMESTIC----------SCHEDULED	16106	16834	16136	475275					
NONSCHEDULED	74			216					
ALL SERVICES	16180	16834	16136	475491					
PEOPLE EXPRESS									
DOMESTIC----------SCHEDULED	40423	41459	40450	2814800					
NONSCHEDULED	27			1729					
ALL SERVICES	40450	41459	40450	2816529					

TABLE 4.7 (Continued)

SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER

12 MONTHS ENDING DECEMBER 31, 1982

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority	Nonpriority	Foreign mail
REEVE									
DOMESTIC----------SCHEDULED	3863	3875	3711	60584	1720.43		3417.47		
NONSCHEDULED	127			2415	41.25		2.60		
ALL SERVICES	3990	3875	3711	62999	1761.68		3420.07		
SOUTH PACIFIC									
INTERNATIONAL-----SCHEDULED	9140	9133	9133	114898	1174.00		315.07		5.12
ZANTOP INT'L									
DOMESTIC----------SCHEDULED	2365	1859	1819		11291.00				
TOTAL, LARGE REGIONALS									
DOMESTIC----------SCHEDULED	293465	295680	280721	9097537	43832.66	114.32	4182.80	7135.00	
NONSCHEDULED	444			8826	75.25		2.60		
ALL SERVICES	293909	295680	280721	9106363	43907.91	114.32	4185.40	7135.00	
INTERNATIONAL-----SCHEDULED	9158	9155	9151	114898	1483.00		315.07	3.00	5.12
NONSCHEDULED	37				959.00				
ALL SERVICES	9195	9155	9151	114898	2442.00		315.07	3.00	5.12
TOTAL----------SCHEDULED	292623	304835	289872	9212435	45315.66	114.32	4497.87	7138.00	5.12
NONSCHEDULED	481			8826	1034.25		2.60		
ALL SERVICES	293104	304835	289872	9221261	46349.91	114.32	4500.47	7138.00	5.12
MEDIUM REGIONALS==========									
AIR NEVADA									
DOMESTIC----------SCHEDULED	3715	1494	1494	26697					
AIR NORTH/NENANA									
DOMESTIC----------SCHEDULED	5644	5565	5537	13269	413.82		131.46		
AIR NORTH, INC.									
DOMESTIC----------SCHEDULED	8461	9545	8461	67305	73.20			4.80	
ALTAIR									
DOMESTIC----------SCHEDULED	14893	14893	14893	377110	312.05		797.00		
NONSCHEDULED	52			3107					
ALL SERVICES	14945	14893	14893	380217	312.05		797.00		
ASPEN									
DOMESTIC----------SCHEDULED	5959	6399	5889	115634	97.36				
NONSCHEDULED	292			2364					
ALL SERVICES	6251	6399	5889	117998	97.36				
BEST AIRLINES									
DOMESTIC----------SCHEDULED	1746	1914	1746	19795					
BIG SKY									
DOMESTIC----------SCHEDULED	14221	15638	13909	38643	212.73				
CASCADE AIRWAYS									
DOMESTIC----------SCHEDULED	21621	22744	21608	138073	168.40		406.10		
NONSCHEDULED	10			110					
ALL SERVICES	21631	22744	21608	138183	168.40		406.10		
GOLDEN WEST									
DOMESTIC----------SCHEDULED	19325	20575	19312	339823	138.80				
NONSCHEDULED	29			147					
ALL SERVICES	19354	20575	19312	339970	138.80				
GUY-AMERICA									
INTERNATIONAL-----SCHEDULED	235	215	213	21439	262.62				
NONSCHEDULED	74			10516	3.75				
ALL SERVICES	309	215	213	31955	266.37				
IMPERIAL									
DOMESTIC----------SCHEDULED	17193	19731	17193	143754	22.10				
KODIAK AIRWAYS									
DOMESTIC----------SCHEDULED	9875	9865	9865	11397	199.81		519.53		
NONSCHEDULED	1372			1886	63.06				
ALL SERVICES	11247	9865	9865	13193	251.87		519.53		
L.A.B. FLYING SERVI									
DOMESTIC----------SCHEDULED	3511	5739	3511	6220	14.41		125.15		
NONSCHEDULED	1662			5018	43.69		14.59		
ALL SERVICES	5173	5739	3511	11238	58.10		139.74		
MID-SOUTH AVIATION									
DOMESTIC----------SCHEDULED	9960	10208	9835	44773					
ALPSTATE									
DOMESTIC----------SCHEDULED	15081	16418	15380	101017	23.00				
MISSISSIPPI VALLEY									
DOMESTIC----------SCHEDULED	17481	18195	17481	135070	73.40			65.80	
MUNZ NORTHERN									
DOMESTIC----------SCHEDULED	8332	7763	6581	7136	125.92		1442.11		
NONSCHEDULED	91			78	4.08				
ALL SERVICES	8423	7763	6581	7184	130.00		1442.11		
NEVAIR FLIGHT									
DOMESTIC----------SCHEDULED	7221	7404	6870	32577	216.60				
NORTHEASTERN									
DOMESTIC----------SCHEDULED	1143	1134	1112	104016					
NONSCHEDULED	5			739					
ALL SERVICES	1148	1134	1112	104755					
ROCKY MOUNTAIN									
DOMESTIC----------SCHEDULED	20355	21138	19935	279816	233.98				
NONSCHEDULED	13			454					
ALL SERVICES	20368	21138	19935	280270	233.98				
SEA AIRMOTIVE, INC.									
DOMESTIC----------SCHEDULED	9676	9121	8273	36838	312.64		1401.43	331.59	
NONSCHEDULED	494			2700	314.87				
ALL SERVICES	10170	9121	8273	39538	627.51		1401.43	331.59	

TABLE 4.7 (Continued)
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER

12 MONTHS ENDING DECEMBER 31, 1982

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority	Nonpriority	Foreign mail
SKYWEST									
DOMESTIC----------SCHEDULED	25721	25882	25343	124206	453.30		36701.60		
WESTERN YUKON AIR									
DOMESTIC----------SCHEDULED	1070	1217	984	1209	27.36				
NONSCHEDULED	603			558	14.95				
ALL SERVICES	1673	1217	984	1767	42.31				
WRIGHT									
DOMESTIC----------SCHEDULED	15409	15683	15319	219403					
NONSCHEDULED	64			1437					
ALL SERVICES	15473	15683	15319	220835					
TOTAL, MEDIUM REGIONALS									
DOMESTIC----------SCHEDULED	257393	267212	250226	2484554	3075.88		41604.38	351.69	
NONSCHEDULED	4691			18593	442.65		14.59		
ALL SERVICES	262084	267212	250226	2503147	3518.53		41618.97	351.69	
INTERNATIONAL-----SCHEDULED	235	215	213	21439	262.62				
NONSCHEDULED	74			10516	3.75				
ALL SERVICES	309	215	213	31955	266.37				
TOTAL----------SCHEDULED	257628	267427	250439	2505993	3338.50		41604.38	351.69	
NONSCHEDULED	4765			29109	446.40		14.59		
ALL SERVICES	262393	267427	250439	2535102	3784.90		41618.97	351.69	
OVER-ALL TOTAL, ALL CARRIERS									
DOMESTIC----------SCHEDULED	4700320	4753295	4628517	271855997	7124235.95	56126.96	901752.18	230197.70	1155.29
NONSCHEDULED	17434			933379	3199.47		18.10	6.34	
ALL SERVICES	4717754	4753295	4628517	272749376	7127435.42	56126.96	901770.28	230204.04	1155.29
INTERNATIONAL-----SCHEDULED	200134	200608	195130	19235456	757120.95	640.62	65788.40	34056.04	14269.16
NONSCHEDULED	3740			553994	10295.90			129.96	
ALL SERVICES	203874	200608	195130	19789450	767416.85	640.62	65788.40	34186.00	14269.16
TOTAL----------SCHEDULED	4900454	4953903	4823647	291091453	7881356.90	56767.58	967540.58	264251.74	15404.45
NONSCHEDULED	21174			1447373	13495.37		18.10	136.30	
ALL SERVICES	4921628	4953903	4823647	292538826	7894852.27	56767.58	967558.68	264388.04	15404.45

TABLE 4.8
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1982

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
50 U. S. STATES									
ALABAMA									
DOMESTIC--SCHEDULED	40363	40663	39917	1299218	3248.29	421.46	2743.36	4.66	
NONSCHEDULED	32			1721					
ALL SERVICES	40395	40663	39917	1300939	3248.29	421.46	2743.36	4.66	
ALASKA									
DOMESTIC--SCHEDULED	156516	142100	125596	2074183	150586.13	3364.44	25042.26	30612.23	
NONSCHEDULED	4988			56608	1593.44		17.19	6.34	
ALL SERVICES	161504	142100	125596	2130791	152179.57	3364.44	25059.45	30618.57	
INTERNATIONAL--SCHEDULED	1058	850	826	1753	44115.56		3312.76	1938.94	92.92
NONSCHEDULED	8				46.45				
ALL SERVICES	1066	850	826	1753	44162.01		3312.76	1938.94	92.92
TOTAL--SCHEDULED	157574	142950	126422	2075936	194701.69	3364.44	28355.02	32551.17	92.92
NONSCHEDULED	4996			56608	1639.89		17.19	6.34	
ALL SERVICES	162570	142950	126422	2132544	196341.58	3364.44	28372.21	32557.51	92.92
ARIZONA									
DOMESTIC--SCHEDULED	92800	92376	91100	4868582	12959.81	473.67	8034.09	3133.56	
NONSCHEDULED	128			5161					
ALL SERVICES	92928	92376	91100	4873743	12959.81	473.67	8034.09	3133.56	
ARKANSAS									
DOMESTIC--SCHEDULED	11711	11953	11467	549975	1205.54	67.23	1722.13	21.68	
NONSCHEDULED	8			227					
ALL SERVICES	11719	11953	11467	550202	1205.54	67.23	1722.13	21.68	
CALIFORNIA									
DOMESTIC--SCHEDULED	430453	437094	427083	32983235	411725.84	9149.52	92054.10	39117.17	2.30
NONSCHEDULED	1463			79440	795.84				
ALL SERVICES	431916	437094	427083	33062675	412521.68	9149.52	92054.10	39117.17	2.30
INTERNATIONAL--SCHEDULED	4925	4966	4812	698536	10803.51	127.77	2448.70	544.41	2.37
NONSCHEDULED	20			2825	247.18				
ALL SERVICES	4945	4966	4812	701361	11050.69	127.77	2448.70	544.41	2.37
TOTAL--SCHEDULED	435378	442060	431895	33681771	422529.35	9277.29	94507.80	39661.58	4.67
NONSCHEDULED	1483			82265	1043.02				
ALL SERVICES	436861	442060	431895	33764036	423572.37	9277.29	94502.80	39661.58	4.67
COLORADO									
DOMESTIC--SCHEDULED	184538	188325	183654	11868823	64703.17	1396.23	35310.03	4434.00	
NONSCHEDULED	216			9752	.31				
ALL SERVICES	184754	188325	183654	11878575	64703.48	1396.23	35310.03	4434.00	
CONNECTICUT									
DOMESTIC--SCHEDULED	24915	25495	24873	1157723	7171.27	245.78	6412.77	1883.60	
NONSCHEDULED	20			1140					
ALL SERVICES	24955	25495	24873	1158863	7171.27	245.78	6412.77	1883.60	
INTERNATIONAL--SCHEDULED	2								
TOTAL--SCHEDULED	24917	25495	24873	1157723	7171.27	245.78	6412.77	1883.60	
NONSCHEDULED	20			1140					
ALL SERVICES	24957	25495	24873	1158863	7171.27	245.78	6412.77	1883.60	
DELAWARE									
DOMESTIC--SCHEDULED	73	57	57		529.00				
DIST. OF COL									
DOMESTIC--SCHEDULED	103256	103376	101535	7040049	17162.11	797.12	31473.02	14169.68	
NONSCHEDULED	101			7495					
ALL SERVICES	103357	103376	101535	7047544	17162.11	797.12	31473.02	14169.68	
INTERNATIONAL--SCHEDULED	478	465	462	82990	1230.79	.02	914.28		8.22
NONSCHEDULED	28			2391					
ALL SERVICES	506	465	462	85381	1230.79	.02	914.28		8.22
TOTAL--SCHEDULED	103734	103841	101967	7123039	18392.90	797.14	32387.30	14169.68	8.22
NONSCHEDULED	129			9886					
ALL SERVICES	103863	103841	101967	7132925	18392.90	797.14	32387.30	14169.68	8.22
FLORIDA									
DOMESTIC--SCHEDULED	328160	330437	325459	19759891	90178.11	2408.25	33467.83	3511.14	63.99
NONSCHEDULED	1258			76242					
ALL SERVICES	329418	330532	325459	19836133	90178.11	2408.25	33467.83	3511.14	63.99
INTERNATIONAL--SCHEDULED	18160	18198	17784	1760490	49851.06	111.09	4613.14	730.87	133.61
NONSCHEDULED	817			88729	1495.27				
ALL SERVICES	18977	18198	17784	1879219	51346.33	111.09	4813.14	730.87	133.61
TOTAL--SCHEDULED	346320	348730	343643	21500381	140029.17	2519.34	38280.97	4242.01	197.60
NONSCHEDULED	2075			164970	1495.27				
ALL SERVICES	348395	348730	343643	21665351	141524.44	2519.34	38280.97	4242.01	197.60
GEORGIA									
DOMESTIC--SCHEDULED	248059	250195	247420	17612691	137817.90	10549.57	88365.61	1127.85	72.68
NONSCHEDULED	293			8271	141.28				
ALL SERVICES	248352	250185	247420	17620962	137959.18	10549.57	88365.61	1127.85	72.68
INTERNATIONAL--SCHEDULED	2445	2452	2441	308987	5282.04	22.76	876.60	1.69	
NONSCHEDULED	46			3612					
ALL SERVICES	2491	2452	2441	312599	5282.04	22.76	876.60	1.69	
TOTAL--SCHEDULED	250504	252637	249861	17921678	143099.94	10571.33	89242.21	1129.53	72.68
NONSCHEDULED	339			11883	141.28				
ALL SERVICES	250843	252637	249861	17933561	143241.22	10571.33	89242.21	1129.53	72.68
HAWAII									
DOMESTIC--SCHEDULED	82200	84339	71977	8906422	76512.66	256.47	10532.98	4895.54	520.86
NONSCHEDULED	549			35215					
ALL SERVICES	82749	84339	71977	9341637	76512.66	256.47	10532.98	4895.54	520.86
INTERNATIONAL--SCHEDULED	2583	3040	2960	469759	4825.16		4790.20	861.73	6.10
NONSCHEDULED	3			375					
ALL SERVICES	2586	3040	2960	470134	4825.16		4790.20	861.73	6.10

TABLE 4.8 (Continued)
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1982

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
HAWAII									
TOTAL----------SCHEDULED	85183	87379	74937	8756131	81337.82	256.47	15323.18	5757.27	526.96
NONSCHEDULED	552			35590					
ALL SERVICES	85735	87379	74937	8791771	81337.82	256.47	15323.18	5757.27	526.96
IDAHO									
DOMESTIC--------SCHEDULED	24019	24482	23814	567745	1066.55	56.47	2850.95	7.36	
NONSCHEDULED	15			1175					
ALL SERVICES	24034	24482	23814	568920	1066.55	56.47	2850.95	7.36	
ILLINOIS									
DOMESTIC--------SCHEDULED	244907	248299	243867	16787836	269929.07	5164.34	71452.06	28493.42	.23
NONSCHEDULED	778			55085					
ALL SERVICES	245685	248299	243867	16842921	269929.07	5164.34	71452.06	28493.42	.23
INTERNATIONAL---SCHEDULED	1299	1363	1266	179618	14541.54		1224.80	60.50	
NONSCHEDULED	46			11026	853.35				
ALL SERVICES	1345	1363	1266	190644	15794.89		1224.80	60.50	
TOTAL----------SCHEDULED	246196	249662	245133	16967454	284870.61	5164.34	72676.86	28553.92	.23
NONSCHEDULED	824			66111	853.35				
ALL SERVICES	247020	249662	245133	17033565	285723.96	5164.34	72676.86	28553.92	.23
INDIANA									
DOMESTIC--------SCHEDULED	54661	55897	54477	1680764	5806.11	344.58	8530.79	1371.45	
NONSCHEDULED	50			2238					
ALL SERVICES	54711	55897	54477	1683002	5806.11	344.58	8530.79	1371.45	
IOWA									
DOMESTIC--------SCHEDULED	31201	32523	31067	793367	1643.90	101.51	5510.94	51.01	
NONSCHEDULED	221			10340					
ALL SERVICES	31422	32523	31067	803707	1643.90	101.51	5510.94	51.01	
KANSAS									
DOMESTIC--------SCHEDULED	36396	40074	35953	644700	1556.51	113.66	2547.33	9.63	
NONSCHEDULED	24			431					
ALL SERVICES	36420	40074	35953	645131	1556.51	113.66	2547.33	9.63	
KENTUCKY									
DOMESTIC--------SCHEDULED	29078	29318	29037	1132166	3421.52	220.55	6955.30	33.98	
NONSCHEDULED	81			5068					
ALL SERVICES	29159	29318	29037	1137234	3421.52	220.55	6955.30	33.98	
LOUISIANA									
DOMESTIC--------SCHEDULED	72658	73473	72436	3587469	9204.07	344.99	6611.21	381.78	.26
NONSCHEDULED	193			12061					
ALL SERVICES	72841	73473	72436	3599530	9204.07	344.99	6611.21	381.78	.26
INTERNATIONAL---SCHEDULED	1056	1061	1056	74243	501.76	1.24	19.63		
NONSCHEDULED	2			231					
ALL SERVICES	1058	1061	1056	74474	501.76	1.24	19.63		
TOTAL----------SCHEDULED	73722	74534	73492	3661712	9705.83	346.23	6630.84	381.78	.26
NONSCHEDULED	195			12292					
ALL SERVICES	73917	74534	73492	3674004	9705.83	346.23	6630.84	381.78	.26
MAINE									
DOMESTIC--------SCHEDULED	6092	6215	6068	316077	2476.64	32.31	201.58	17.43	
INTERNATIONAL---SCHEDULED	14								
NONSCHEDULED	5								
ALL SERVICES	19								
TOTAL----------SCHEDULED	6106	6215	6068	316077	2476.64	32.31	201.58	17.43	
NONSCHEDULED	5								
ALL SERVICES	6111	6215	6068	316077	2476.64	32.31	201.58	17.43	
MARYLAND									
DOMESTIC--------SCHEDULED	33981	34376	33753	1453146	12344.07	360.89	7867.56	1324.79	
NONSCHEDULED	148			6287					
ALL SERVICES	34129	34376	33753	1459433	12344.07	360.89	7867.56	1324.79	
INTERNATIONAL---SCHEDULED	444	456	441	46664	437.46	4.21	5.74	412.47	
NONSCHEDULED	3			132					
ALL SERVICES	447	456	441	46796	437.46	4.21	5.74	412.47	
TOTAL----------SCHEDULED	34425	34832	34194	1499810	12781.53	365.10	7873.30	1737.26	
NONSCHEDULED	151			6419					
ALL SERVICES	34576	34832	34194	1506229	12781.53	365.10	7873.30	1737.26	
MASSACHUSETTS									
DOMESTIC--------SCHEDULED	79232	80383	78539	6747381	63836.72	777.92	16358.14	5334.33	53.84
NONSCHEDULED	137			16478					
ALL SERVICES	79394	80383	78539	6763759	63836.72	777.92	16358.14	5334.33	53.84
INTERNATIONAL---SCHEDULED	2142	2177	2068	324088	29447.21		1985.84	144.28	.97
NONSCHEDULED	72			1190	2046.64				
ALL SERVICES	2214	2177	2068	325278	31493.85		1985.84	144.28	.97
TOTAL----------SCHEDULED	81374	82560	80606	7071469	93283.93	777.92	21344.00	5478.61	54.81
NONSCHEDULED	266			17668	2046.64				
ALL SERVICES	81640	82560	80606	7111937	95330.57	777.92	21344.00	5478.61	54.81
MICHIGAN									
DOMESTIC--------SCHEDULED	123278	125521	121933	5683556	14537.80	913.16	15783.73	3781.96	
NONSCHEDULED	339			49443	11.62				
ALL SERVICES	123617	125521	121933	5733436	14549.42	913.16	15783.73	3781.96	
INTERNATIONAL---SCHEDULED	1								
TOTAL----------SCHEDULED	123279	125521	121933	5683556	14537.80	913.16	15783.73	3781.96	
NONSCHEDULED	339			49443	11.62				
ALL SERVICES	123618	125521	121939	5733436	14549.42	913.16	15783.73	3781.96	
MINNESOTA									
DOMESTIC--------SCHEDULED	92504	94741	92333	5169123	19351.16	376.44	23412.62	3531.63	83.35
NONSCHEDULED	567			75488	15.98				
ALL SERVICES	93563	94741	92333	5244611	19367.09	876.44	23412.62	3531.63	83.35

TABLE 4.8 (Continued)
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1982

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
MINNESOTA									
INTERNATIONAL---SCHEDULED	193	198	193	50574	1049.02		70.03		.27
NONSCHEDULED	2								
ALL SERVICES	195	198	193	50574	1049.02		70.03		.27
TOTAL---------SCHEDULED	93189	94939	92193	5399702	39400.12	879.43	23482.65	3531.60	80.62
NONSCHEDULED	549			75483	95.99				
ALL SERVICES	93738	94939	92193	5475185	39496.11	879.43	23482.65	3531.60	80.62
MISSISSIPPI									
DOMESTIC--------SCHEDULED	20926	21287	20751	485345	1433.97	51.04	1390.00		
NONSCHEDULED	2			88					
ALL SERVICES	20928	21287	20751	485433	1433.97	51.04	1390.00		
MISSOURI									
DOMESTIC--------SCHEDULED	157644	160755	156740	8486899	25397.25	860.45	36919.81	4584.30	4.81
NONSCHEDULED	659			16692	.08		.89		
ALL SERVICES	158303	160755	156740	8503591	25397.33	860.45	36920.70	4584.30	4.81
MONTANA									
DOMESTIC--------SCHEDULED	33056	34410	32718	771669	1233.43	55.30	2855.94	9.25	
NONSCHEDULED	5			455					
ALL SERVICES	33061	34410	32718	772124	1233.43	55.30	2855.94	9.25	
NEBRASKA									
DOMESTIC--------SCHEDULED	29055	29812	28847	1030085	2030.99	149.51	7562.45	77.60	
NONSCHEDULED	61			3373					
ALL SERVICES	29116	29812	28847	1033458	2030.99	149.51	7562.45	77.60	
NEVADA									
DOMESTIC--------SCHEDULED	83888	82960	81583	5369697	3702.53	334.81	17410.11	66.72	
NONSCHEDULED	816			150183					
ALL SERVICES	84704	82960	81583	5519880	3702.53	334.81	17410.11	66.72	
INTERNATIONAL---SCHEDULED	3								
TOTAL---------SCHEDULED	83891	82960	81583	5369697	3702.53	334.81	17410.11	66.72	
NONSCHEDULED	816			150183					
ALL SERVICES	84707	82960	81583	5519880	3702.53	334.81	17410.11	66.72	
NEW HAMPSHIRE									
DOMESTIC--------SCHEDULED	1			77					
NEW JERSEY									
DOMESTIC--------SCHEDULED	65182	66052	64965	5571938	31235.03	893.17	16544.65	9449.93	
NONSCHEDULED	106			6474					
ALL SERVICES	65288	66052	64965	5578412	31235.03	893.17	16544.65	9449.93	
INTERNATIONAL---SCHEDULED	800	813	796	80471	796.78	48.57	87.46	185.26	
NONSCHEDULED	1			181					
ALL SERVICES	801	813	796	80652	796.78	48.57	87.46	185.26	
TOTAL---------SCHEDULED	65982	66865	65761	5652409	32031.81	938.74	16632.11	9635.19	
NONSCHEDULED	107			6655					
ALL SERVICES	66089	66865	65761	5659064	32031.81	938.74	16632.11	9635.19	
NEW MEXICO									
DOMESTIC--------SCHEDULED	36485	37622	36298	1282233	1599.63	42.80	3579.79	759.32	
NONSCHEDULED	13			712					
ALL SERVICES	36498	37622	36298	1282945	1599.63	42.80	3579.79	759.32	
NEW YORK									
DOMESTIC--------SCHEDULED	274879	280579	272118	18951165	227530.38	3279.02	55342.13	32407.66	99.86
NONSCHEDULED	668			54066	186.25				
ALL SERVICES	275547	280579	272118	19005231	227716.63	3279.02	55342.13	32407.66	99.86
INTERNATIONAL---SCHEDULED	13945	14190	13762	2394681	75657.53	286.58	22235.23	5496.62	14.59
NONSCHEDULED	741			164024	3675.09				
ALL SERVICES	14686	14190	13762	2558705	79332.62	286.58	22235.23	5496.62	14.59
TOTAL---------SCHEDULED	288824	294769	285880	21335846	303187.91	3565.60	77577.36	38104.28	114.45
NONSCHEDULED	1409			228090	3861.34				
ALL SERVICES	290233	294769	285880	21563936	307049.25	3565.60	77577.36	38104.28	114.45
NORTH CAROLINA									
DOMESTIC--------SCHEDULED	119489	120060	118112	4821930	17682.93	1127.33	15639.45	53.04	
NONSCHEDULED	402			7825					
ALL SERVICES	118891	120060	118112	4829815	17682.93	1127.33	15639.45	53.04	
NORTH DAKOTA									
DOMESTIC--------SCHEDULED	19037	19735	18845	385080	713.50	20.19	1115.51	2.36	
NONSCHEDULED	29			1505					
ALL SERVICES	19066	19735	18845	386585	719.50	20.19	1115.51	2.36	
OHIO									
DOMESTIC--------SCHEDULED	150645	152624	150125	6410085	26958.25	1148.28	24218.63	1529.66	.32
NONSCHEDULED	337			11726	61.39				
ALL SERVICES	150982	152624	150125	6421811	27019.64	1148.28	24218.63	1529.66	.32
OKLAHOMA									
DOMESTIC--------SCHEDULED	46205	46941	45835	2517144	3762.41	230.24	9244.99	1208.11	
NONSCHEDULED	53			2990					
ALL SERVICES	46258	46941	45835	2520134	3762.41	230.24	9244.99	1208.11	
OREGON									
DOMESTIC--------SCHEDULED	42890	43677	42646	2116948	15692.12	277.48	6774.20	1324.13	
NONSCHEDULED	156			2460	10.60				
ALL SERVICES	43046	43677	42646	2119408	15702.72	277.48	6774.20	1324.13	
PENNSYLVANIA									
DOMESTIC--------SCHEDULED	151929	154008	151553	8855669	36093.06	1280.33	36096.83	12577.99	.12
NONSCHEDULED	563			33444	2.25		.02		
ALL SERVICES	152492	154008	151553	8889113	36095.31	1280.33	36096.85	12577.99	.12
INTERNATIONAL---SCHEDULED	348	362	346	31934	218.84	6.06	48.00	.32	
NONSCHEDULED	18			685					
ALL SERVICES	366	362	346	32619	218.84	6.06	48.00	.32	

TABLE 4.8 (Continued)

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State or Country / Type of Operation / Type of Service	Aircraft departures: Total performed	Aircraft departures: Scheduled	Aircraft departures: Scheduled completed	Enplaned passengers	Enplaned revenue tons: Freight	Express	U.S. Mail: Priority	U.S. Mail: Nonpriority	Foreign mail
PENNSYLVANIA..................									
TOTAL-----------SCHEDULED	152277	154370	151839	8897472	36311.90	1296.39	36144.83	12578.00	.12
NONSCHEDULED	581			34129	2.25		.02		
ALL SERVICES	152858	154370	151839	8921601	36314.15	1296.39	36144.85	12578.00	.12
RHODE ISLAND..................									
DOMESTIC--------SCHEDULED	6937	7053	6919	304257	529.55	23.06	1230.94	3.56	
NONSCHEDULED	25			1176					
ALL SERVICES	6962	7053	6919	305433	529.55	23.06	1230.94	3.56	
SOUTH CAROLINA..................									
DOMESTIC--------SCHEDULED	23946	24060	23741	1055070	1762.39	334.93	2572.40	63.29	
NONSCHEDULED	49			1227					
ALL SERVICES	23995	24060	23741	1056297	1762.39	334.93	2572.40	63.29	
SOUTH DAKOTA..................									
DOMESTIC--------SCHEDULED	16844	17372	16758	355254	871.27	63.33	1581.67	3.19	
NONSCHEDULED	41			1471					
ALL SERVICES	16885	17372	16758	356725	871.27	63.33	1581.67	3.19	
TENNESSEE..................									
DOMESTIC--------SCHEDULED	96050	96780	95459	4011146	15497.68	773.13	15199.34	308.26	
NONSCHEDULED	142			8115					
ALL SERVICES	96192	96780	95459	4019261	15497.68	773.13	15199.34	308.26	
TEXAS..................									
DOMESTIC--------SCHEDULED	431157	435516	430101	28994890	117248.05	4576.86	69156.87	7332.14	73.34
NONSCHEDULED	780			35224	22.64				
ALL SERVICES	431937	435516	430101	29031114	117270.69	4576.86	69156.87	7332.14	73.34
INTERNATIONAL---SCHEDULED	6511	6520	6453	507672	4296.24	2.73	991.62	.47	11.03
NONSCHEDULED	20			3002	153.81				
ALL SERVICES	6531	6520	6453	510674	4450.05	2.73	991.62	.47	11.03
TOTAL-----------SCHEDULED	437668	442036	436554	29502562	121544.29	4579.59	70148.49	7332.61	84.37
NONSCHEDULED	800			39226	176.45				
ALL SERVICES	438468	442036	436554	29541788	121720.74	4579.59	70148.49	7332.61	84.37
UTAH..................									
DOMESTIC--------SCHEDULED	56986	57534	56792	2699136	11060.74	407.66	31675.19	363.69	
NONSCHEDULED	39			2521					
ALL SERVICES	57025	57534	56792	2701657	11060.74	407.66	31675.19	363.69	
VERMONT..................									
DOMESTIC--------SCHEDULED	4430	4619	4376	147703	225.02	5.23	95.44		
VIRGINIA..................									
DOMESTIC--------SCHEDULED	50593	51585	50328	1940218	2764.03	131.01	2728.95	1.77	
NONSCHEDULED	115			3583					
ALL SERVICES	50708	51585	50328	1943801	2764.03	131.01	2728.95	1.77	
WASHINGTON..................									
DOMESTIC--------SCHEDULED	95992	97657	95311	5171070	102296.87	1024.05	21831.43	[illegible]	185.93
NONSCHEDULED	144			7439	260.81				
ALL SERVICES	96136	97657	95311	5178509	102557.68	1024.05	21831.43	[illegible]	185.93
INTERNATIONAL---SCHEDULED	517	906	906	168596	[illegible]		2141.12	[illegible]	[illegible]
NONSCHEDULED	16				41.73				
ALL SERVICES	533	906	906	169526	[illegible]		2141.12	[illegible]	[illegible]
TOTAL-----------SCHEDULED	96509	98563	96217	5339666	108746.81	1024.05	[illegible]	[illegible]	[illegible]
NONSCHEDULED	160			7439	301.74				
ALL SERVICES	97069	98563	96217	5347105	109048.55	1024.05	[illegible]	[illegible]	[illegible]
WEST VIRGINIA..................									
DOMESTIC--------SCHEDULED	9594	9710	9342	356388	233.44	12.05	453.55		
NONSCHEDULED	60			1316					
ALL SERVICES	9654	9710	9342	357704	233.44	12.05	453.55		
WISCONSIN..................									
DOMESTIC--------SCHEDULED	73645	75629	72633	2343497	7504.64	256.33	[illegible]	61.39	
NONSCHEDULED	162			5736					
ALL SERVICES	73807	75629	72633	2349233	7504.64	256.33	[illegible]	61.39	
WYOMING..................									
DOMESTIC--------SCHEDULED	12890	13370	12842	[illegible]	545.89	50.34	707.49		
NONSCHEDULED	1			36					
ALL SERVICES	12891	13370	12842	[illegible]	545.89	50.34	707.49		
TOTAL FOR 50 U. S. STATES......									
DOMESTIC--------SCHEDULED	4640268	4672632	4569315	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NONSCHEDULED	17062			272133	3122.50		[illegible]	[illegible]	
ALL SERVICES	4657330	4672632	4569315	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
INTERNATIONAL---SCHEDULED	57722	59317	56562	7133926	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NONSCHEDULED	1953			[illegible]	[illegible]				
ALL SERVICES	59675	59317	56562	7522229	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTAL-----------SCHEDULED	4697990	4750709	4625877	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
NONSCHEDULED	18910			[illegible]	11751.22		[illegible]	[illegible]	
ALL SERVICES	4716900	4750709	4625877	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
OTHER U. S. AREAS================									
AMERICAN SAMOA..................									
INTERNATIONAL---SCHEDULED	4047	4347	4338	51117	[illegible]		[illegible]		
CAROLINE ISLANDS..................									
INTERNATIONAL---SCHEDULED	1040	1048	1048	34676	437.54		[illegible]		
GUAM..................									
INTERNATIONAL---SCHEDULED	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]
JOHNSTON ISLAND..................									
INTERNATIONAL---SCHEDULED	232	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		
MARIANA ISLANDS..................									
INTERNATIONAL---SCHEDULED	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		

TABLE 4.8 (Continued)

SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1982

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
MARSHALL ISLANDS.....									
INTERNATIONAL---SCHEDULED	725	724	724	11400	72.97		126.94		
PUERTO RICO.....									
DOMESTIC--------SCHEDULED	9887	9947	9795	1513983	45706.88	84.21	2361.10	1161.84	
NONSCHEDULED	17			2800					
ALL SERVICES	9904	9947	9795	1516783	45706.88	84.21	2361.10	1161.84	
INTERNATIONAL---SCHEDULED	1514	1245	1242	105113	6603.17		10.81	.53	.19
NONSCHEDULED	14								
ALL SERVICES	1528	1245	1242	105113	6603.17		10.81	.53	.19
TOTAL----------SCHEDULED	11401	11192	11037	1619096	52310.05	84.21	2371.91	1162.37	.19
NONSCHEDULED	31			2800					
ALL SERVICES	11432	11192	11037	1621896	52310.05	84.21	2371.91	1162.37	.19
VIRGIN ISLANDS, U.S.....									
DOMESTIC--------SCHEDULED	4075	4012	3970	201852	452.87	9.79	273.26	7.17	
INTERNATIONAL---SCHEDULED	273	273	273	18961	58.91	6.13	48.96	.21	
TOTAL----------SCHEDULED	4348	4285	4243	220813	511.78	15.92	322.22	7.38	
TOTAL FOR OTHER U. S. AREAS....									
DOMESTIC--------SCHEDULED	13962	13959	13765	1715835	46159.75	94.00	2634.36	1169.01	
NONSCHEDULED	17			2800					
ALL SERVICES	13979	13959	13765	1718635	46159.75	94.00	2634.36	1169.01	
INTERNATIONAL---SCHEDULED	14421	14147	14058	491940	10352.11	6.13	1735.06	230.89	1.35
NONSCHEDULED	14								
ALL SERVICES	14435	14147	14058	491940	10352.11	6.13	1735.06	230.89	1.35
TOTAL----------SCHEDULED	28383	28106	27823	2207775	56511.86	100.13	4369.42	1399.90	1.35
NONSCHEDULED	31			2800					
ALL SERVICES	28414	28106	27823	2210575	56511.86	100.13	4369.42	1399.90	1.35
FOREIGN COUNTRIES==========									
ARGENTINA.....									
INTERNATIONAL---SCHEDULED	712	731	703	53458	6507.37		27.29		8.15
AUSTRALIA.....									
DOMESTIC--------SCHEDULED	19	18	18	13					
NONSCHEDULED	13			8					
ALL SERVICES	31	18	18	21					
INTERNATIONAL---SCHEDULED	1380	1406	1360	120932	11728.56		154.92	.81	92.37
TOTAL----------SCHEDULED	1398	1424	1378	120945	11728.56		154.92	.81	92.37
NONSCHEDULED	13			8					
ALL SERVICES	1411	1424	1378	120953	11728.56		154.92	.81	92.37
BAHAMAS.....									
INTERNATIONAL---SCHEDULED	7994	8017	7865	564244	370.07	.32	.57		.81
NONSCHEDULED	616			69639					
ALL SERVICES	8610	8017	7865	633883	370.07	.32	.57		.81
BAHRAIN.....									
INTERNATIONAL---SCHEDULED	34	32	31	1165	1.20			6.29	
BARBADOS.....									
INTERNATIONAL---SCHEDULED	1395	1399	1390	70667	381.47		31.97	.58	
NONSCHEDULED	2			107					
ALL SERVICES	1397	1399	1390	70774	381.47		31.97	.58	
BELGIUM.....									
INTERNATIONAL---SCHEDULED	603	662	530	52188	17856.23		35.87	375.75	.02
NONSCHEDULED	11			650					
ALL SERVICES	614	662	530	52838	17856.23		35.87	375.75	.02
BERMUDA.....									
DOMESTIC--------SCHEDULED	2			115	.40				
INTERNATIONAL---SCHEDULED	3435	3471	3429	395847	322.43	.46	162.49	32.19	56.73
NONSCHEDULED	15			1919					
ALL SERVICES	3450	3471	3429	397766	322.43	.46	162.49	32.19	56.73
TOTAL----------SCHEDULED	3437	3471	3429	395962	322.83	.46	162.49	32.19	56.73
NONSCHEDULED	15			1919					
ALL SERVICES	3452	3471	3429	397881	322.83	.46	162.49	32.19	56.73
BOLIVIA.....									
INTERNATIONAL---SCHEDULED	265	267	265	7855	52.04	.74	6.61	6.27	3.23
BRAZIL.....									
INTERNATIONAL---SCHEDULED	2938	2975	2854	213781	12216.90	1.50	281.34	1.62	259.12
NONSCHEDULED	2			525					
ALL SERVICES	2940	2975	2854	214306	12216.90	1.50	281.34	1.62	259.12
BRITISH HONDURAS.....									
INTERNATIONAL---SCHEDULED	396	425	376	6852		.26	5.81		
BRITISH WEST INDIES.....									
DOMESTIC--------SCHEDULED	418	418	401	36880	20.78	.02	.93		
INTERNATIONAL---SCHEDULED	1387	1386	1374	55879	236.65	.25	15.91	12.08	
TOTAL----------SCHEDULED	1805	1804	1775	92759	257.43	.27	16.44	12.08	
CANADA.....									
DOMESTIC--------SCHEDULED	39451	39955	39222	2605052	6834.03	203.00	770.15	81.81	
NONSCHEDULED	210			17112					
ALL SERVICES	39661	39955	39222	2622164	6834.03	203.00	770.15	81.81	
INTERNATIONAL---SCHEDULED	19								
TOTAL----------SCHEDULED	39470	39955	39222	2605052	6834.03	203.00	770.15	81.81	
NONSCHEDULED	210			17112					
ALL SERVICES	39680	39955	39222	2622164	6834.03	203.00	770.15	81.81	

TABLE 4.8 (Continued)

SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1982

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
CHILE									
INTERNATIONAL---SCHEDULED	675	697	674	47511	1130.31		16.02	1.76	10.30
CHINA									
INTERNATIONAL---SCHEDULED	207	212	207	13838	622.96				
COLOMBIA									
INTERNATIONAL---SCHEDULED	1664	1627	1611	113109	928.63	.11	44.87	25.65	4.16
COSTA RICA									
INTERNATIONAL---SCHEDULED	336	338	334	29883		.02	.20		
DENMARK									
INTERNATIONAL---SCHEDULED	257	262	256	17636	439.59		1.19	2.95	
DOMINICAN REPUBLIC									
INTERNATIONAL---SCHEDULED	2398	2273	2254	263440	9259.22		16.22		
NONSCHEDULED	27			2109					
ALL SERVICES	2425	2273	2254	265549	9259.22		16.22		
ECUADOR									
INTERNATIONAL---SCHEDULED	1413	1396	1365	58764	192.23	.31	12.81	77.16	10.96
ARAB REPUBLIC OF EGYPT									
INTERNATIONAL---SCHEDULED	391	399	391	66297	371.19		127.97	4.53	17.62
EL SALVADOR									
INTERNATIONAL---SCHEDULED	314	328	308	13278		.13	2.43		
FIJI									
INTERNATIONAL---SCHEDULED	288	275	250	16276	943.68				17.83
FRANCE									
INTERNATIONAL---SCHEDULED	2319	2347	2130	314452	21543.26		283.96	143.27	2.21
NONSCHEDULED	36			10008					
ALL SERVICES	2355	2347	2130	324460	21543.26		283.96	143.27	2.21
FRENCH ANTILLES									
INTERNATIONAL---SCHEDULED	1058	1059	1056	41799	42.46		1.46	1.84	
FRENCH POLYNESIA									
INTERNATIONAL---SCHEDULED	61	61	61	5223	13.00		6.00		1.00
GERMANY									
INTERNATIONAL---SCHEDULED	27792	27605	26962	2426055	43241.53	4.21	4112.52	3460.35	9006.98
NONSCHEDULED	751			105223	964.72			129.96	
ALL SERVICES	28543	27605	26962	2531278	44210.25	4.29	4112.52	3590.31	9006.98
GHANA									
INTERNATIONAL---SCHEDULED	42	43	42	2537	81.64				4.27
GREECE									
INTERNATIONAL---SCHEDULED	925	959	923	132343	766.30		464.61	106.49	10.23
GUATEMALA									
INTERNATIONAL---SCHEDULED	986	1010	979	65910	4491.83	.07	3.79		36.71
GUYANA									
INTERNATIONAL---SCHEDULED	112	95	95	11319	112.17				
HAITI									
INTERNATIONAL---SCHEDULED	1727	1661	1650	141548	3830.79	.03	42.70	7.94	
NONSCHEDULED	17			967					
ALL SERVICES	1744	1661	1650	142515	3830.79	.03	42.70	7.94	
HONDURAS									
INTERNATIONAL---SCHEDULED	813	859	797	23567	29.17	.11	.03		
NONSCHEDULED	2				10.00				
ALL SERVICES	921	359	797	23567	39.17	.11	.03		
HONG KONG									
INTERNATIONAL---SCHEDULED	2150	2146	2130	267483	35268.67	.25	45.88	549.44	1393.55
NONSCHEDULED	6				416.65				
ALL SERVICES	2156	2156	2130	267483	35685.32	.25	45.88	549.44	1393.55
ICELAND									
INTERNATIONAL---SCHEDULED	1	9			30.90				
INDIA									
INTERNATIONAL---SCHEDULED	802	819	775	90404	1431.31		3.49		11.21
IRELAND									
INTERNATIONAL---SCHEDULED	350	358	331	27382	543.24		32.12	32.49	24.22
NONSCHEDULED	12			3356					
ALL SERVICES	362	358	331	30744	543.24		32.12	32.49	24.22
ISRAEL									
INTERNATIONAL---SCHEDULED	369	373	348	77036	1088.69		64.59	41.40	33.36
ITALY									
INTERNATIONAL---SCHEDULED	1800	1818	1758	283906	13776.94		873.00	292.81	29.62
NONSCHEDULED	1			390					
ALL SERVICES	1801	1818	1758	290296	13776.94		873.00	292.81	29.62
IVORY COAST									
INTERNATIONAL---SCHEDULED	161	149	148	2920	21.26				2.41
JAMAICA									
INTERNATIONAL---SCHEDULED	3234	3236	3130	202997	1409.53	1.01	2.74		
NONSCHEDULED	65			7463					
ALL SERVICES	3299	3236	3130	210460	1409.53	1.01	2.74		
JAPAN									
INTERNATIONAL---SCHEDULED	9798	9316	9544	1221967	108762.78		5199.55	9565.38	602.12
NONSCHEDULED	10								
ALL SERVICES	9808	9316	9544	1221967	108762.78		5199.55	9565.38	602.12

TABLE 4.8 (Continued)
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1982

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
KENYA									
INTERNATIONAL---SCHEDULED	101	104	101	10583	178.66		21.58	.87	11.45
KUWAIT									
INTERNATIONAL---SCHEDULED	13	13	13						
LIBERIA									
INTERNATIONAL---SCHEDULED	323	330	322	14190	761.47		21.77		28.71
ENGLAND									
INTERNATIONAL---SCHEDULED	3	1	1	188	51.70				
MALAYSIA									
INTERNATIONAL---SCHEDULED	78	72	49		620.43		1.18		
MEXICO									
DOMESTIC---------SCHEDULED	5987	6039	5962	251836	56.59	.42	.09		
NONSCHEDULED	9			1199					
ALL SERVICES	5996	6039	5962	253035	56.59	.42	.09		
INTERNATIONAL---SCHEDULED	14567	14594	14340	960406	4418.66	8.87	5.63	.19	.58
NONSCHEDULED	16			1860					
ALL SERVICES	14583	14594	14340	962266	4418.66	8.87	5.63	.19	.58
TOTAL----------SCHEDULED	20554	20633	20302	1212242	4475.25	9.29	5.72	.19	.58
NONSCHEDULED	25			3059					
ALL SERVICES	20579	20633	20302	1215301	4475.25	9.29	5.72	.19	.58
NETHERLANDS									
INTERNATIONAL---SCHEDULED	186	200	168	10942	4692.84		7.71	14.72	3.00
NONSCHEDULED	14			3717					
ALL SERVICES	200	200	168	14659	4692.84		7.71	14.72	3.00
NETHERLANDS ANTILLES									
INTERNATIONAL---SCHEDULED	2953	2946	2936	174370	231.74	.13	33.40	3.56	1.22
NONSCHEDULED	4			497					
ALL SERVICES	2957	2946	2936	174867	231.74	.13	33.40	3.56	1.22
NEW ZEALAND									
INTERNATIONAL---SCHEDULED	775	783	756	64068	9207.28		14.85	18.09	51.87
NIGERIA									
INTERNATIONAL---SCHEDULED	205	206	204	19342	526.29		21.16		
NORWAY									
INTERNATIONAL---SCHEDULED	174	178	172	14325	1171.86		7.90	2.99	
PAKISTAN									
INTERNATIONAL---SCHEDULED	292	290	287	11987	1072.44		.39	3.08	2.66
PANAMA									
INTERNATIONAL---SCHEDULED	1952	1909	1885	146010	1594.03	1.18	303.38	185.40	84.19
PARAGUAY									
INTERNATIONAL---SCHEDULED	127	129	127	5090	74.70		4.15	5.47	2.37
PERU									
INTERNATIONAL---SCHEDULED	898	903	896	73420	776.26		58.86	3.03	27.31
PHILIPPINES									
INTERNATIONAL---SCHEDULED	882	882	869	169896	4893.83		671.61	2257.72	20.46
PORTUGAL									
INTERNATIONAL---SCHEDULED	484	494	481	33680	612.35		15.90	6.48	7.26
SAUDI ARABIA									
INTERNATIONAL---SCHEDULED	268	248	243	28879	133.98		251.39	1.17	29.13
NONSCHEDULED	3				7.11				
ALL SERVICES	271	248	243	28879	141.09		251.39	1.17	29.13
SENEGAL									
INTERNATIONAL---SCHEDULED	263	286	263	6883	317.52				11.65
NONSCHEDULED	2								
ALL SERVICES	265	286	263	6883	317.52				11.65
SAUDI ARABIA									
INTERNATIONAL---SCHEDULED	1								
SINGAPORE									
INTERNATIONAL---SCHEDULED	490	498	403	41914	3476.71		161.28	4.53	56.43
SOUTH AFRICA									
INTERNATIONAL---SCHEDULED	105	109	104	5814	209.90				
SOUTH KOREA									
INTERNATIONAL---SCHEDULED	1086	1095	1059	148302	16572.62		593.84	2379.07	12.54
NONSCHEDULED	2			367					
ALL SERVICES	1088	1095	1059	148669	16572.62		593.84	2379.07	12.54
SPAIN									
INTERNATIONAL---SCHEDULED	774	781	767	111695	2674.41		330.82	278.44	
SWEDEN									
INTERNATIONAL---SCHEDULED	173	179	172	19753	1269.95		3.73	5.92	.24
SWITZERLAND									
INTERNATIONAL---SCHEDULED	624	628	564	24106	9027.62		3.70	6.88	27.08
NONSCHEDULED	28			3311					
ALL SERVICES	652	628	564	27417	9027.62		3.70	6.88	27.08
TAIWAN									
INTERNATIONAL---SCHEDULED	1438	1463	1377	115714	39896.57		484.91	65.84	989.40
THAILAND									
INTERNATIONAL---SCHEDULED	505	506	503	31712	1652.90		48.74	118.78	63.54
TONGA									
INTERNATIONAL---SCHEDULED	617	617	617	3574	8.00				

TABLE 4.8 (Continued)
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1982

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
TRINIDAD & TOBAGO									
DOMESTIC--SCHEDULED	214	214	214	172	5.56				
NONSCHEDULED	123			127	6.97				
ALL SERVICES	337	214	214	299	12.53				
INTERNATIONAL--SCHEDULED	1007	1036	1006	67598	355.83		1.74		1.35
TOTAL--SCHEDULED	1221	1250	1220	67770	361.39		1.74		1.35
NONSCHEDULED	123			127	6.97				
ALL SERVICES	1344	1250	1220	67897	368.36		1.74		1.35
TURKEY									
INTERNATIONAL--SCHEDULED	457	460	455	19416	771.65		75.65	8.94	.26
NONSCHEDULED	33			4584					
ALL SERVICES	490	460	455	24000	771.65		75.65	8.94	.26
EMIRATES									
INTERNATIONAL--SCHEDULED	521	523	496	11824	469.25		.73		2.85
NONSCHEDULED	1								
ALL SERVICES	522	523	496	11824	469.25		.73		2.85
UNITED KINGDOM									
INTERNATIONAL--SCHEDULED	8428	8662	7926	1403199	60425.51	3.40	2831.51	661.65	866.01
NONSCHEDULED	199			48910	334.70				
ALL SERVICES	8627	8662	7926	1452109	60760.21	3.40	2831.51	661.65	866.01
URUGUAY									
INTERNATIONAL--SCHEDULED	107	110	104	7593	244.62			11.90	18.42
VENEZUELA									
INTERNATIONAL--SCHEDULED	2739	2747	2689	310675	4564.06	.02	29.71	.86	1.70
NONSCHEDULED	3								
ALL SERVICES	2742	2747	2689	310675	4564.06	.02	29.71	.86	1.70
WESTERN SAMOA									
INTERNATIONAL--SCHEDULED	1367	1360	1360	14768	9.00				
CANADA									
INTERNATIONAL--SCHEDULED	1								
TOTAL FOR FOREIGN COUNTRIES									
DOMESTIC--SCHEDULED	46090	46644	45817	2894068	6917.36	203.44	770.77	81.81	
NONSCHEDULED	355			18446	6.97				
ALL SERVICES	46445	46644	45817	2912514	6924.33	203.44	770.77	81.81	
INTERNATIONAL--SCHEDULED	127991	128444	124530	11609690	496814.60	23.46	18088.35	22795.14	13856.77
NONSCHEDULED	1878			265592	1737.18			129.96	
ALL SERVICES	129869	128444	124530	11875282	498551.78	23.46	18088.35	22925.10	13856.77
TOTAL--SCHEDULED	174081	175088	170347	14503758	503731.96	226.90	18859.12	22876.95	13856.77
NONSCHEDULED	2233			284038	1744.15			129.96	
ALL SERVICES	176314	175088	170347	14787796	505476.11	226.90	18859.12	23006.91	13856.77
OVER-ALL TOTAL FOR ALL STATES, AREAS, AND COUNTRIES									
DOMESTIC--SCHEDULED	4700320	4753295	4628517	271855997	2124235.95	56126.96	901752.18	230197.70	1155.29
NONSCHEDULED	17434			893379	3199.47		18.10	6.34	
ALL SERVICES	4717754	4753295	4628517	272749376	2127435.42	56126.96	901770.28	230204.04	1155.29
INTERNATIONAL--SCHEDULED	200134	200608	195130	19235456	757120.95	640.62	65788.40	34054.04	14249.16
NONSCHEDULED	3740			553994	10295.90			129.96	
ALL SERVICES	203874	200608	195130	19789450	767416.85	640.62	65788.40	34184.00	14249.16
TOTAL--SCHEDULED	4900454	4953903	4823647	291091453	2881356.90	56767.58	967540.58	264251.74	15404.45
NONSCHEDULED	21174			1447373	13495.37		18.10	136.30	
ALL SERVICES	4921628	4953903	4823647	292538826	2894852.27	56767.58	967558.68	264388.04	15404.45

TABLE 4.9
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS, ALL SERVICES AT LARGE AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1982

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
ATLANTA, GEORGIA									
(WILLIAM B HARTSFIELD INT'L)									
6.23	237744	239401	236858	17322680	141872.31	10372.35	88931.35	1179.05	72.68
BOSTON, MASSACHUSETTS									
(LOGAN INTERNATIONAL)									
2.56	81605	82564	80643	7111936	95298.37	777.92	21344.06	8272.16	51.71
CHICAGO, ILLINOIS									
(MIDWAY)									
0.23	13713	13961	13711	657263	7.15		.01		
(O'HARE INTERNATIONAL)									
5.77	218348	220370	216631	16041871	284945.59	5159.15	72189.36	28539.28	.23
COMMUNITY TOTAL									
6.00	232061	234331	230342	16699134	284952.74	5159.15	72189.37	28539.28	.23
DALLAS-FORT WORTH, TEXAS									
(LOVE FIELD)									
1.02	44202	45146	44140	2846682	328.59	7.61	239.51		.91
(DALLAS-FT.WORTH REGIONAL)									
4.26	157714	158120	156885	11838379	67077.93	2699.41	46739.33	5269.74	
COMMUNITY TOTAL									
5.28	201936	203266	201025	14685061	67406.52	2707.02	46978.84	5269.74	.91
DENVER, COLORADO									
(STAPLETON INTERNATIONAL)									
4.10	165176	164750	164486	11404157	64070.98	1363.36	35277.86	4433.72	
DETROIT&ANN ARBOR, MICHIGAN									
(DETROIT CITY)									
0.00	1349	1364	1325	24997					
(DETROIT METROPOLITAN WAYNE CTY)									
1.71	77579	78182	76630	4765524	30132.62	776.20	19314.67	3781.94	
(WILLOW RUN)									
0.00	957	771	771		2544.00				
COMMUNITY TOTAL									
1.71	79885	80337	78786	4790521	32676.62	776.20	19314.67	3781.94	
HONOLULU, OAHU, HAWAII									
(HONOLULU INTERNATIONAL)									
2.03	44237	45377	39852	5664918	74101.46	251.10	13244.42	4791.27	524.96
HOUSTON, TEXAS									
(HOUSTON INTERCONTINENTAL)									
2.12	88202	88626	87710	5893068	40585.45	1093.19	14224.16	2057.22	84.06
(WILLIAM P HOBBY)									
0.92	41526	42563	41435	2579207	1483.25	33.00	75.08	.06	
COMMUNITY TOTAL									
3.04	129728	131189	129145	8472275	42068.70	1126.19	14299.24	2057.28	84.06
LAS VEGAS, NEVADA									
(MC CARRAN INTL)									
1.55	60704	58794	57852	4314916	2586.35	107.39	2731.22	65.73	
LOS ANGELES/BURBNK/LNG.BCH,CAL									
(HOLLYWOOD-BURBANK)									
0.43	18033	18090	17797	1204816	2754.78	27.36	21.35		
(LONG BEACH)									
0.07	2667	2698	2623	203267	348.70				
(LOS ANGELES INTERNATIONAL)									
4.83	150849	152561	149351	13438790	254240.62	5882.61	44148.47	21077.25	2.97
(ORANGE COUNTY)									
0.43	19308	18699	17935	1212108	1956.38	42.20	.11	.01	
COMMUNITY TOTAL									
5.76	189857	192048	187706	16058981	259300.48	5952.17	44169.93	21077.26	2.97
MIAMI/FT LAUDERDALE,FLORIDA									
(FT. LAUDERDALE-HOLLYWOOD INTL)									
0.96	38426	38040	37447	2690574	9609.07	189.15	3060.77	103.61	
(MIAMI INTERNATIONAL)									
2.57	92129	91961	90382	7142998	100311.09	1176.56	17579.21	3922.37	197.60
COMMUNITY TOTAL									
3.53	130555	130001	127829	9833572	109920.16	1364.71	20639.98	4025.98	197.60
MINNEAPOLIS/ST. PAUL,MINNESOTA									
(MINNEAPOLIS-ST PAUL INTL)									
1.88	79715	80334	78475	5221988	38977.62	870.58	23406.45	3531.51	80.62
NEWARK, NEW JERSEY									
(NEWARK)									
2.03	86089	86985	85761	5659064	32031.81	938.74	16632.11	9635.19	
NEW ORLEANS, LOUISIANA									
(INTERNATIONAL/MOISANT FIELD)									
1.02	49758	50122	49442	2852632	6403.23	235.87	5550.79	383.32	.26
NEW YORK, NEW YORK									
(JOHN F KENNEDY INTL)									
3.12	75971	76061	74184	8682811	281195.34	1862.19	40556.86	31892.78	116.45
(LA GUARDIA)									
3.14	102343	102574	100417	8735795	16324.08	1335.81	27375.21	4992.34	
COMMUNITY TOTAL									
6.26	178314	178635	174601	17418606	297519.42	3198.00	67932.07	36885.12	116.45
ORLANDO, FLORIDA									
(ORLANDO INT'L)									
1.17	54712	54720	54063	3268933	13181.47	271.36	3159.34	132.13	
PHILADELPHIA,PA/CAMDEN,NJ									
(INTERNATIONAL)									
1.38	61001	61635	60619	3844827	28489.32	859.61	19945.94	11579.35	.12
PHOENIX, ARIZONA									
(PHOENIX SKY HARBOR INTL)									
1.67	69534	69859	68948	3950386	11228.52	390.52	6491.07	3039.93	

TABLE 4.9 (Continued)
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS, ALL SERVICES AT LARGE AIR TRAFFIC HUBS

12 MONTHS ENDING DECEMBER 31, 1982

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
PITTSBURGH,PA/WHEELING & WV									
(GREATER PITTSBURGH) 1.65	80680	81386	80185	4607761	6706.96	406.48	16012.59	992.76	
ST. LOUIS, MISSOURI									
(LAMBERT-ST LOUIS MUNI) 2.06	90957	92024	90363	5735255	18781.08	320.86	24069.20	3924.83	
SAN FRANCISCO/OAKLAND, CAL.									
(OAKLAND METROPOLITAN INTL) 0.39	17675	17606	17223	1100663	1698.87	17.98	10.10		
(SAN FRANCISCO INTL) 3.34	106126	106869	105067	9285070	145685.21	2591.49	35660.47	17409.49	1.70
COMMUNITY TOTAL 3.73	123801	124535	122290	10385733	147384.08	2609.47	35670.57	17409.49	1.70
SEATTLE/TACOMA, WASHINGTON									
(BOEING FIELD INTL.) 0.00	31	17	17	1563	4.54	.05	2.47		
(SEATTLE-TACOMA INTERNATIONAL) 1.66	67339	67904	66641	4613282	106814.22	965.68	21754.46	4726.05	306.99
(MCCHORD AFB) 0.00	1								
COMMUNITY TOTAL 1.66	67371	67921	66658	4614845	106818.76	965.73	21756.93	4726.05	306.99
TAMPA/ST.PTSBG/CLWTR/CLRWTR,FLA									
(TAMPA INTERNATIONAL) 1.28	65293	65556	64741	3556236	10652.78	474.48	7568.71	39.08	
(ST. PETERSBURG/CLWTR INTL) 0.00	77	77	75	4312					
COMMUNITY TOTAL 1.28	65370	65633	64816	3560548	10652.78	474.48	7568.71	39.08	
WASHINGTON, DIST. OF COL.									
(DULLES INTERNATIONAL) 0.40	14413	14375	14226	1113085	8771.73	77.43	1730.31	9002.59	8.22
(WASHINGTON NATIONAL) 2.16	89450	89466	87741	6019840	9621.17	719.71	28656.99	5167.09	
COMMUNITY TOTAL 2.56	103863	103841	101967	7132925	18392.90	797.14	32387.30	14169.68	8.22
OVER-ALL TOTAL, LARGE HUBS 69.89	2644653	2663048	2612712	194611649	1910822.64	42236.38	659704.01	189897.85	1448.58

Table 4.10

AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS, ALL SERVICES AT MEDIUM AIR TRAFFIC HUBS

12 MONTHS ENDING DECEMBER 31, 1982

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
ALBUQUERQUE, NEW MEXICO									
(ALBUQUERQUE SUNPRT/KIRTLND AFB)									
0.43	26441	26863	26365	1270455	1473.42	31.66	3548.96	759.32	
ANCHORAGE, ALASKA									
(ANCHORAGE INTERNATIONAL)									
0.37	25985	24557	23611	1041905	166526.18	3363.92	12238.59	27403.16	92.92
(MERRILL FIELD)									
0.00	7	1	1		.92				
COMMUNITY TOTAL									
0.37	25992	24558	23612	1041905	166527.10	3363.92	12238.59	27403.16	92.92
AUSTIN, TEXAS									
(ROBERT MUELLER MUNI)									
0.39	16815	16915	16750	1106150	1029.98	53.85	1655.48	3.21	
BALTIMORE, MARYLAND									
(BALTO/WASH INTL)									
0.68	34576	34832	34194	1903229	11435.53	365.10	7873.30	3662.26	
BUFFALO/NIAGARA FALLS,NEW YORK									
(GREATER BUFFALO INTERNATIONAL)									
0.58	34746	35805	34602	1613151	4065.36	162.81	4377.35	763.96	
(INTERNATIONAL)									
0.00	77	73	70	7486					
COMMUNITY TOTAL									
0.58	34823	35878	34672	1620637	4065.36	162.81	4377.35	763.96	
CHARLOTTE, NORTH CAROLINA									
(DOUGLAS MUNI)									
0.80	54584	55191	54396	2768882	12757.60	515.39	9022.69	37.99	
CINCINNATI, OHIO									
(GREATER CINCINNATI)									
0.57	41399	41757	41234	1598641	5711.83	121.38	5941.00	427.02	
CLEVELAND, OHIO									
(BURKE LAKEFRONT)									
0.01	2014	2039	1957	30579					
(HOPKINS INTERNATIONAL)									
0.89	48157	48651	47799	2491083	16171.73	755.66	10250.32	542.30	.02
COMMUNITY TOTAL									
0.90	50171	50690	49756	2521662	16171.73	755.66	10250.32	542.30	.02
COLUMBUS, OHIO									
(PORT COLUMBUS INTERNATIONAL)									
0.44	25479	25753	25365	1234349	2360.54	124.99	4305.72	557.45	
DAYTON, OHIO									
(JAMES M COX DAYTON MUNI)									
0.27	20271	20536	20194	774638	2396.45	107.08	2952.47	2.89	
EL PASO, TEXAS									
(EL PASO INTERNATIONAL)									
0.35	17876	17930	17824	982038	5188.30	109.89	1417.89	118.46	
HARTFD,CON/SPGFLD&WESTFLD,MASS									
(BRADLEY INTL)									
0.41	22351	22671	22271	1144221	6955.07	245.78	6412.77	1883.60	
INDIANAPOLIS, INDIANA									
(INDIANAPOLIS MUNI/WEIR-COOK)									
0.45	28796	29119	28647	1260612	4880.20	223.23	8103.45	1069.29	
JACKSONVILLE, FLORIDA									
(JACKSONVILLE INTERNATIONAL)									
0.35	18534	18679	18401	982157	1665.25	127.01	4147.27	8.31	
KAHULUI, MAUI, HAWAII									
(KAHULUI)									
0.48	17306	18025	14646	1344903	1304.90		633.99	332.35	
KANSAS CITY, MISSOURI									
(INTERNATIONAL)									
0.92	53803	54601	53164	2556715	5782.44	503.78	12811.64	659.47	4.81
(KANSAS CITY MUNI)									
0.00	2120	2329	1974	9088	374.32	11.11	.01		
COMMUNITY TOTAL									
0.92	55923	56930	55138	2565903	6156.76	514.89	12811.65	659.47	4.81
LIHUE, KAUAI, HAWAII									
(LIHUE)									
0.26	8546	9150	7231	724252	574.81		225.29	137.70	
LOUISVILLE, KENTUCKY									
(STANDIFORD FIELD)									
0.31	23036	23169	22923	874842	2554.15	147.17	4768.81	33.96	
MEMPHIS, TENNESSEE									
(MEMPHIS INTERNATIONAL)									
0.78	51153	51492	50803	2189650	9760.38	341.44	9389.53	12.15	
MILWAUKEE, WISCONSIN									
(GENERAL MITCHELL FIELD)									
0.56	36620	37459	36099	1562381	5001.48	199.78	6988.03	61.39	
NASHVILLE, TENNESSEE									
(METROPOLITAN)									
0.38	24735	24806	24548	1079076	3511.14	219.22	3724.37	296.27	
NORFLK/VA BCH/PTSMH/CHESPKE,VA									
(NORFOLK REGIONAL)									
0.42	23823	24190	23466	1186556	1051.35	104.15	1392.70	1.29	
OKLAHOMA CITY, OKLAHOMA									
(WILL ROGERS WORLD)									
0.45	20136	20325	19952	1261935	1708.22	120.55	4524.92	248.22	

Table 4.10 (Continued)
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS, ALL SERVICES AT MEDIUM AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1982

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
OMAHA, NEBRASKA (EPPLEY AIRFIELD) 0.29	17492	17733	17265	820163	1732.69	121.41	6842.35	77.60	
ONTARIO/SAN BERNARD/RIVERSE,CA (ONTARIO INTERNATIONAL) 0.34	17091	17151	16739	969730	1661.26	52.43	8.08	5.40	
PORTLAND, OREGON (PORTLAND INTERNATIONAL) 0.66	34577	34997	34261	1850515	15396.47	214.32	5726.02	1027.97	
RALEIGH/DURHAM, NORTH CAROLINA (RALEIGH-DURHAM) 0.32	22185	22384	22045	911866	1623.01	271.51	3092.44	9.69	
RENO, NEVADA (RENO INTL) 0.42	20467	20534	20195	1192932	1085.77	226.39	11088.46	.99	
ROCHESTER, NEW YORK (ROCHESTER-MONROE COUNTY) 0.30	20965	21293	20824	843811	1143.96	112.62	2025.60	72.19	
SACRAMENTO, CALIFORNIA (SACRAMENTO METROPOLITAN) 0.42	17463	17603	17342	1169559	1351.74	167.05	6596.58	833.30	
SALT LAKE CITY, UTAH (SALT LAKE CITY INTL) 0.96	49169	49534	48972	2680184	10971.57	407.58	27886.64	869.69	
SAN ANTONIO, TEXAS (SAN ANTONIO INTERNATIONAL) 0.60	25761	25893	25644	1667239	3137.97	313.69	4256.30	477.14	
SAN DIEGO, CALIFORNIA (SAN DIEGO INTNL-LINDBERGH FLD) 0.98	38353	38947	38095	2739957	9442.73	305.63	5940.09	162.87	
SAN JOSE, CALIFORNIA (SAN JOSE MUNI) 0.53	23025	23191	22662	1496819	3449.97	90.98	1582.28	171.77	
SAN JUAN, PUERTO RICO (PUERTO RICO INTERNATIONAL) 0.58	11426	11187	11032	1629804	52310.05	94.21	2371.91	1162.37	.19
SYRACUSE, NEW YORK (CLARENCE E HANCOCK) 0.31	24712	25425	24519	866290	3295.91	74.67	1392.30	220.74	
TUCSON, ARIZONA (TUCSON INTL) 0.31	16942	17061	16857	877377	1721.08	142.96	1543.02	93.63	
TULSA, OKLAHOMA (TULSA INTL) 0.45	26017	26319	25838	1258053	2054.19	109.69	3720.07	959.89	
WEST PALM BEACH/PALM BEACH,FLA (PALM BEACH INTERNATIONAL) 0.56	23450	23504	23187	1570159	2054.56	68.24	1165.98	20.72	
OVER-ALL TOTAL, MEDIUM HUBS 19.77	1068481	1079674	1054164	55483532	386674.48	10718.31	211944.65	45185.98	97.94

TABLE 4.11
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS. ALL SERVICES AT SMALL AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1982

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
ALBANY, NEW YORK									
(ALBANY COUNTY)									
0.16	10789	11155	10768	454903	707.18	11.60	1822.17	157.42	
AMARILLO/BORGER, TEXAS									
(AMARILLO AIR TERMINAL)									
0.14	8171	8310	8112	412216	281.97	27.45	582.05	3.24	
BATON ROUGE, LOUISIANA									
(RYAN)									
0.09	7458	7499	7335	272949	363.93	29.01	115.69	.24	
BILLINGS, MONTANA									
(LOGAN FIELD)									
0.12	11182	11489	11360	339911	542.12	8.29	1946.01	6.58	
BIRMINGHAM, ALABAMA									
(BIRMINGHAM MUNI)									
0.21	16195	16188	15972	592253	1614.33	159.33	1996.41	4.47	
BOISE, IDAHO									
(BOISE AIR TERMINAL/GOWEN FLD)									
0.15	13803	14014	13697	434147	712.76	41.77	1651.06	7.36	
BRISTOL/KNGSPRT/JHNSN CTY,TENN									
(TRI CITY)									
0.05	5712	5791	5659	156309	582.89	63.37	417.01		
BROWNSVILLE/HRLGN/SAN BNTO,TEX									
(HARLINGEN INDUSTRIAL AIRPARK)									
0.13	5188	5243	5183	366464	141.95	163.49	.08		
(RIO GRANDE VALLEY INTL.)									
0.01	942	947	941	54766	191.35	5.86	4.79	.40	
COMMUNITY TOTAL									
0.14	6130	6190	6124	421230	333.30	169.35	4.87	.40	
BURLINGTON, VERMONT									
(BURLINGTON INTERNATIONAL)									
0.05	4400	4619	4396	147709	226.02	5.28	85.44		
CEDAR RAPIDS/IOWA CITY, IOWA									
(CEDAR RAPIDS MUNI)									
0.05	9130	9520	9055	162406	283.95	11.22	281.64	8.90	
CHARLESTON, SOUTH CAROLINA									
(CHARLESTON AFB/MUNI)									
0.14	8705	8730	8661	391324	634.22	51.01	703.97	62.44	
CHARLESTON/DUNBAR, W. VIRGINIA									
(KANAWHA)									
0.06	5217	5270	5161	173173	155.27	10.46	304.17		
CHATTANOOGA, TENNESSEE									
(LOVELL FIELD)									
0.06	4941	4981	4894	180715	556.33	68.45	375.89		
COLORADO SPRINGS, COLORADO									
(PETERSON FIELD)									
0.07	6754	6715	6514	195928	251.35	11.51	8.39	.28	
COLUMBIA, SOUTH CAROLINA									
(COLUMBIA METROPOLITAN)									
0.12	7757	7777	7674	338716	633.97	139.23	1161.96	.34	
CORPUS CHRISTI, TEXAS									
(CORPUS CHRISTI INTERNATIONAL)									
0.14	6422	6460	6403	410537	561.18	33.36	201.53		
DAYTONA BEACH, FLORIDA									
(DAYTONA BEACH REGIONAL)									
0.09	5811	5850	5777	233219	393.91	7.45	2.96		
DES MOINES, IOWA									
(DES MOINES MUNI)									
0.19	13737	13872	13672	537936	1025.03	70.87	5077.91	35.69	
EUGENE, OREGON									
(MAHLON SWEET FIELD)									
0.05	4048	4119	4017	156627	190.47	23.35	699.99		
FAIRBANKS, ALASKA									
(FAIRBANKS INTERNATIONAL)									
0.09	12265	12217	11627	269749	13072.13	.52	1593.62	1877.39	
FARGO,N.D./MOORHEAD, MINNESOTA									
(HECTOR FIELD)									
0.05	4899	4778	4815	139235	230.64	4.91	722.91	.91	
FORT MYERS, FLORIDA									
(PAGE FIELD)									
0.13	10296	10362	10260	543309	868.46	40.93	306.99	5.37	
FORT WAYNE, INDIANA									
(MUNICIPAL/BAER FIELD)									
0.06	11214	11573	11184	196058	364.00	92.52	286.46		
FRESNO, CALIFORNIA									
(FRESNO AIR TERMINAL)									
0.10	6597	6764	6555	297439	373.88	27.79	505.51		
GRAND RAPIDS, MICHIGAN									
(KENT COUNTY)									
0.13	10655	10360	10561	370959	768.55	97.74	313.86		
GREEN BAY/CLINTONVILLE, WIS.									
(AUSTIN-STRAUBEL FIELD)									
0.09	7239	7371	7090	251645	706.37	20.25	317.63		
GREENSBORO/HIGH PT/WINSTN-S.C.									
(GREENSBORO-HIGH PT-WINSTN RPL.									
0.24	18859	19086	18774	683693	2353.19	296.45	2917.49	5.36	

TABLE 4.11 (Continued)
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS. ALL SERVICES AT SMALL[1] AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1982

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
(SMITH-REYNOLDS) 0.09	2388	2156	2097	23661	74.14	.51	1.25		
COMMUNITY TOTAL 0.24	21247	21242	20871	707064	2424.33	286.97	2818.74	5.36	
GREENVILLE-SPARTANBURG, S.C. (GREENVILLE-SPARTANBURG) 0.08	4627	4619	4527	243589	383.89	141.38	686.36	.51	
AGANA, GUAM (AGANA FIELD) 0.06	2926	2922	2895	183289	2423.49		1334.62	230.15	1.16
HARRISBURG/YORK, PA. (HARRISBURG INTERNATIONAL) 0.06	3143	3181	3121	176164	303.94	2.25	114.85		
HILO, HAWAII, HAWAII (GENERAL LYMAN FIELD) 0.17	6244	6000	5492	489323	4210.88	5.97	931.62	336.09	
HUNTSVILLE&DECATUR, ALABAMA (MADISON COUNTY JETPORT) 0.09	7002	7061	6936	225797	550.58	24.98	168.71		
INDIO/PALM SPRINGS, CALIFORNIA (PALM SPRINGS MUNI) 0.05	3259	3299	3202	154151	148.32	1.96	1.33	1.49	
JACKSON-VICKSBURG, MISS. (ALLEN C THOMPSON FIELD) 0.10	8229	8283	8222	288791	920.75	40.22	1318.74		
JUNEAU, ALASKA (JUNEAU MUNI) 0.05	5137	4969	4533	156807	1551.36		845.68	170.52	
KAILUA-KONA, HAWAII, HAWAII (KE-AHOLE) 0.18	6874	6475	5671	511579	954.69		260.26	132.97	
KNOXVILLE, TENNESSEE (MC GHEE TYSON) 0.14	9651	9710	9555	413512	1086.94	80.61	1292.54	1.84	
LEXINGTON/FRANKFORT, KENTUCKY (BLUE GRASS) 0.09	6123	6149	6084	262392	867.37	73.38	1186.58		
LITTLE ROCK, ARKANSAS (ADAMS FIELD) 0.19	10167	10302	9915	528207	1136.77	64.08	1703.74	21.68	
LUBBOCK, TEXAS (LUBBOCK REGIONAL) 0.18	10156	10292	10102	521300	895.50	23.40	346.32	1.07	
MADISON, WISCONSIN (TRUAX FIELD) 0.09	9976	10000	9709	274961	716.12	12.56	626.00		
MELBOURNE, FLORIDA (CAPE KENNEDY REGIONAL) 0.06	3933	3971	3927	187505	323.10	23.51	.28	.50	
MIDLAND/ODESSA, TEXAS (MIDLAND REGIONAL) 0.24	11910	12025	11690	678183	551.14	13.38	380.37	2.12	
MISSION/MCALLEN/EDINBURG, TEXAS (MILLER INTERNATIONAL) 0.06	2866	2864	2843	169108	186.94	1.27	23.20		
MOBILE, AL/PASCAGOULA, MISS (BATES FIELD) 0.09	8906	9030	8826	249902	225.72	185.39	366.45	.19	
MOLINE, ILLINOIS/DAVENPORT, IOWA (QUAD-CITY) 0.05	7958	8090	7866	155215	218.98	2.07	217.21	11.60	
MONTGOMERY, ALABAMA (DANNELLY FIELD) 0.05	3573	3573	3538	144596	475.25	47.40	161.12		
PENSACOLA, FLORIDA (PENSACOLA REGIONAL) 0.07	5022	5114	4999	219530	866.25	63.99	949.60	6.16	
PORTLAND, MAINE (PORTLAND INTERNATIONAL JETPORT) 0.07	3895	4004	3898	209560	1280.67	30.84	126.86		
PROVIDENCE, RHODE ISLAND (THEODORE FRANCIS GREEN STATE) 0.19	6962	7053	6919	305633	529.55	23.06	1230.94	3.56	
RICHMOND, VIRGINIA (RICHARD E BYRD FLYING FIELD) 0.16	13863	13969	13696	461362	913.97	19.35	1123.23	.48	
ROANOKE, VIRGINIA (ROANOKE MUNI) 0.08	8992	9224	8940	237719	664.51	7.41	204.68		
SALINAS/MONTEREY, CALIFORNIA (PENINSULA) 0.05	3202	3244	3162	143378	102.67	34.03	.18		
SARASOTA/BRADENTON, FLORIDA (SARASOTA-BRADENTON) 0.23	13811	13920	13745	662976	627.36	20.29	6.30	.75	

TABLE 4.11 (Continued)
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS. ALL SERVICES AT SMALL AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1982

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
SAVANNAH, GEORGIA (SAVANNAH MUNI) 0.10	6551	6642	6435	304120	378.76	71.73	150.91	.48	
SHREVEPORT, LOUISIANA (GREATER SHREVEPORT MUNI) 0.12	9381	9458	9359	354011	1152.64	51.97	817.48	.22	
SIOUX FALLS, SOUTH DAKOTA (JOE FOSS FIELD) 0.07	8551	8783	8470	201980	500.56	36.50	1272.93	1.44	
SPOKANE, WASHINGTON (SPOKANE INTERNATIONAL) 0.21	15259	15655	15172	602778	2016.45	57.70	1889.16	7.98	
TALLAHASSEE, FLORIDA (TALLAHASSEE MUNI) 0.09	7383	7448	7304	252355	525.27	35.56	296.99	3.29	
TOLEDO, OHIO (TOLEDO EXPRESS) 0.07	9858	10086	9839	199847	265.62	24.39	532.75		
WICHITA, KANSAS (WICHITA MUNI) 0.19	16302	16914	16056	544592	1146.70	105.17	2531.04	8.68	
OVER-ALL TOTAL, SMALL HUBS 6.69	502323	508224	494702	19493570	55035.25	2822.75	47362.59	5120.54	1.16

These data were published in the "Air Carrier Industry Scheduled Service Traffic Statistics" by the Civil Aeronautics Board (CAB).

The changing nature of airline operations under deregulation necessitated a revaluation and restructuring of air carrier groupings for statistical and financial data aggregation and analysis. The CAB sanctioned the elimination of the pre-deregulation or historical carrier groupings and adopted newly defined groupings based on size, as measured by total operating revenue as listed below.

Carrier Groups	Carriers with Annual Operating Revenues of:
Majors	$1,000,000,000+
Nationals	$75,000,000 - $1,000,000,000
Large Regionals	$10,000,000 - $74,999,999
Medium Regionals	0 - $9,999,999 (or that operate only small aircraft with 60 seats or less, or 18,000 pounds maximum payload or less)

In view of this need to convert to the new financial and statistical data groupings, and the increasing incompleteness of the old semi-annual commuter publication, these data were generated to include traffic and capacity detail for each air carrier in the medium regionals group and only showing group totals for the other three groups. Part 298 exemption authority air carriers (Commuters) are placed in the medium regionals category since no financial data is regularly available to classify them.

These data are obtained from the carriers' reports to the CAB on either CAB Form 41, Schedule T-1(a) or CAB Form 298-C, Schedules A-1 and T-1. Scheduled service statistics are only presented since the Part 298 exemption authority air carriers only report their scheduled service

traffic. Only system scheduled service totals are presented for each carrier since the CAB Form 298-C, Schedule A-1 does not give a domestic and international break-out.

Section 418 domestic all-cargo carriers, reporting on CAB Form 291, are not included. All cargo statistics reported by the certificated carriers and Part 298 carriers were initially included in this data. However, Regulation ER-1289, effective March 22, 1982, changed the definition of commuter air carrier by removing small uncertificated all-cargo and mail carriers from that classification. Thus beginning with the March 1982 quarter, all-cargo and mail carrier data submitted by those former commuter air carriers will no longer appear. Only carriers with scheduled passenger service will report the CAB Form 298-C.

TABLE 4.12

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1982

AAA - Air Enterprises, Inc.
AAA - Action Air Carrier, Inc.
Aero International Airlines
Aero Virgin Islands Corp.
Aeromech, Inc.
Aerosun Int'l Airlines, Inc.
Aerotransit, Inc.,
Air America, Inc.
Air Cargo America, Inc.
Air Cargo Express, Inc.
Air Central, Inc.
Air Chaparral, Inc.
Air Chico
Air Express, Inc.
Air Hawaii
Air Kentucky Air Lines
Air Nebraska, Inc.
Air Nevada Airlines, Inc
Air New England, Inc.
Air New Orleans
Air North/Nenana
Air North, Inc.
Air Oregon
Air Pennsylvania
Air Polynesia, Inc.
Air South
Air Trails, Inc.
Air U.S.
Air Vectors Airways
Air Vermont, Inc.
Air Virginia
Air-Lift Associates, Inc.
Airpac Airlines, Inc.
Airways of New Mexico, Inc.
Alaska Aeronautical Indust.
Alaska Central Airways, Inc.
All Seasons Air Pacific
Altair Airlines, Inc.
Altus Airlines
American Aviation
American Central Airlines
American Flag Airlines, Inc.
American Inter-Island, Inc.
Antilles Air Boats, Inc.
Apollo Airways, Inc.
Arizona Aero Corp.
Arizona Pacific, Inc.
Arkansas Traveler Airline
Arrow Air, Inc.
Asap Air, Inc.
Aspen Airways, Inc.
Astec Air East, Inc.
Atlanta Express
Atlantic Air
Atlantic Southeast Airlines
Atlantis Airlines, Inc.
Avalon
Bankair, Inc.
Bar Harbor Airways
BAS
Bellair
Bemidji Airlines
Bennington Aviation, Inc.
Big Sky Airlines, Inc.
Bighorn Airways, Inc.
Birchwood Air Service
Blackhawk Airways, Inc.
Boise Air Service
Brennan and Hargreaves, Inc.
Britt Airlines, Inc.
Britt Airways, Inc.
Burlington Aeroplane Co.
Burlington Airways, Inc.
Cape Smythe Air Service
Capitol Airlines
Caribbean Air Services, Inc.
Cascade Airways, Inc.
Catalina Airlines, Inc.
Catalina-Vegas Airlines
Catskill Airways, Inc.
Cen-Tex Airlines, Inc.
Centennial Airlines
Century Airlines (Cal)
Chalks Int'l Airlines, Inc.
Challenge Air Transport, Inc.
Channel Flying, Inc.
Chaparral Airlines, Inc.
Chautauqua Airlines, Inc.
Choi Aviation, Inc.
Christman Air System
Clinton Aero Corporation
Cochise Airlines, Inc.
Coker Aviation, Inc.
Colgan Airways, Inc.
Comair, Inc.
Command Airways, Inc.
Commuter Airlines

TABLE 4.12 (Continued)

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1982

Cook Inlet Aviation
Copper State Airlines
Coral Air, Inc.
Corporate Air Inc.
Crested Butte Air Service
Crown Airways, Inc.
Crownair
Cumberland Airlines
Danbury Airlines
Duaphin Island Airways
Decatur Aviation
Desert Sun Airlines
Devoe Airlines
DHL Airlines, Inc.
Direct Air, Inc.
Dolphin Airways, Inc.
Eagle Airlines
Eagle Commuter Airlines Inc.
East Hampton Aire, Inc.
Erie Airways, Inc.
Evanston Aviation
Fischer Bros. Aviation, Inc.
Flamenco Airways, Inc.
Florida Airlines, Inc.
Ford-Aire, Inc.
Freedom Air
Freedom Airlines, Inc.
General Aviation, Inc.
Golden Gate Airlines, Inc.
Golden Pacific Airlines
Golden West Airlines Co.
Great American Airways
Great Lakes Aviation, Ltd.
Green Hills Aviation, Ltd.
Gull Air, Inc.
Guy-American Airways, Inc.
Hammonds Commuter Air Serv.
Harbor Airlines, Inc.
Harold's Air Service
Havasu Airlines
Hawking Corporation
Henson Aviation, Inc.
Heussler Air Service Corp.
Holiday Airlines, Inc.
Horizon Airlines
IDEE Industries, Inc.
Imperial Airlines, Inc.
Indo-Pacific International
Inland Empire Airlines Inc.
Island Airlines
Island Airlines Hawaii, Inc.
Isle Royale Seaplane Serv.
Kodiak Airways, Inc.
L.A.B. Flying Service, Inc.
Lake State Airways
Lakeland Aviation
Lancer Aviation, Inc.
Las Vegas Airlines
Lawrence Aviation
Magum Airlines
Mall Airways, Inc.
Manuia Air Transport, Inc.
Marco Island Airways, Inc.
Maxair, Inc.
Mesaba Aviation
Metroflight Airlines
Michigan Airways, Inc.
Mid Pacific Airlines, Inc.
Mid-South Aviation, Inc.
Midstate Airlines, Inc.
Midway Aviation, Inc.
Midwest Aviation (WV)
Minuteman Aviation, Inc.
Mississippi Valley Airlines
Montauk Caribbean Airways
Munz Northern Airlines, Inc.
National Florida Airlines
New England Airlines Inc.
New York Air (Commuter)
New York Helicopter Corp.
Newair Flight, Inc.
Nor East Commuter Airlines
North American Airlines, Inc.
Northeastern Int'l. Airways
Northern Air Cargo, Inc.
Northern Airlines, Inc.
Northern Eagle Airways, Inc.
Ocean Airways, Inc.
Oceanair Line
Omak Aviation Airlines
Orion Air, Inc.
Pacific CAL Air
Pacific Coast Airlines
Pacific East Air, Inc.
Pacific Island Airways
Pacific National Airways

TABLE 4.12 (Continued)

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1982

PBA Provincetown-Boston
Pearson Aircraft
Peninsula Airways, Inc.
Pennsylvania Airlines
Phillips Airlines
Piasa Commuter Airlines
Pilgrim Aviation & Airlines
Pioneer Airways
Planes Inc.
Pocono Airlines, Inc.
Pompano Airways
Ponderosa Aviation, Inc.
Precision Valley Aviation
Princeton Aviation Corp.
Princeville Airways, Inc.
Pro Air Services
Puerto Rico Int'l. Airlines
Ransome Airlines
Richardson Aviation
Rio Airways, Inc.
Rocky Mountain Airways, Inc.
Ross Aviation, Inc.
Royal Hawaiian Airways Inc.
Royale Airlines, Inc.
Saber Aviation, Inc.
Sajen Air, Inc.
San Juan Airlines Inc.
Scenic Airlines Inc.
Scheduled Skyways
Schlick Air Service Inc.
Sea Airmotive, Inc.
Sedalia, Marshall, Boonville Stage Line
Semo Aviation, Inc.
SFO Helicopter Airlines Inc.
Shasta Air Inc.
Shavano Air, Inc.
Sierra Express, Inc.
Silver State Airlines
Simmons Airlines
Sky West Aviation, Inc.
Skyfreight
SkyTrain
Slocum Air, Inc.
South Pacific Island Airway
SouthCentral Air, Inc.
Southeast Alaska Airlines
Southeastern Commuter
Southern Airlines, Inc.
Southern Jersey Airways
Southern Seaplane
State Airlines, Inc.
Suburban Airlines
Sun Aire Lines
Sun International Airways
Sunbelt Airlines, Inc.
Sunbird Airlines, Inc.
Sunbird, Inc.
Sunwest Airlines
Swift Aire Lines, Inc.
Tennessee Airways, Inc.
Thorson Aviation
Trans Air Cargo, Inc.
Trans Air, Inc.
Trans California Airlines
Trans Catalina Airlines
Trans Mo Airlines
Trans New York
Trans Western Airlines of Utah
Trans-Central Airlines, Inc.
Trans-Colorado Airlines
Trans-National Airlines HAW
Tyee Airlines, Inc.
Vagabond Aviation Inc.
Valdez Airlines
Valley Airlines
VEE Neal Airlines
Vieques Air Link, Inc.
Virgin Air, Inc.
Virgin Islands Seaplane
Walker's Cay Airlines
Westair Commuter Airlines
Western Charter, Inc.
Western Star Airlines, Inc.
Western Yukon Air
Wheeler Flying Service
Will's Air
Williams Air, Inc.
Wings Airways
Wings West
Wright Air Lines, Inc.
Young Flying Service
40-Mile Air

Source: "Air Carrier Industry Scheduled Service Traffic Statistics", 12/31/82, Civil Aeronautics Board.

TABLE 4.13

COMMUTER AIR CARRIERS REPORTING TO CAB
SCHEDULED PASSENGER TRAFFIC: December 31, 1973 - 1982

Year	O&D Passengers (000)	Passenger Miles (000)	Cargo (lbs) (000)	Mail (lbs) (000)	Airports Served	Passenger Markets	Total Markets	Commuter Carrying Passengers	Commuter Carrying Cargo	Commuter Carrying Mail	Carriers Reporting
1973	5,688	575,810	92,963	147,796	684	1,244	1,751	159	167	78	216
1974	6,842	708,709	138,279	156,293	736	1,351	1,971	158	165	81	213
1975	6,666	698,473	169,203	164,682	747	1,388	2,027	165	175	90	235
1976	7,305	770,784	216,811	108,597	781	1,412	2,090	174	183	102	252
1977	8,505	946,179	271,242	71,395	764	1,594	2,258	179	171	77	242
1978	10,074	1,116,931	401,638	40,122	819	1,676	2,393	208	189	59	258
1979	11,054	1,324,267	182,613	13,341	824	2,105	2,450	227	174	49	257
1980	10,865	1,300,404	190,279	16,101	816	2,087	2,502	240	193	66	286
1981	**	**	**	**	**	**	**	**	**	**	**
1982	**	**	**	**	**	**	**	**	**	**	**

** Data no longer available through CAB; see explanation of CAB changes in the introductory page to this section of the chapter. See also Table 4.16 for available data.

NOTE: "Markets" means service between two points.

Source: "Commuter Air Carrier Traffic Statistics," 12/31/80, Civil Aeronautics Board.

TABLE 4.14

PASSENGERS DESTINATION BY STATE OF ORIGIN
FOR CALENDAR YEAR 1980

STATE OF ORIGIN	1980 50 STATES AND D.C.			1980 INTERNATIONAL		
	Passengers	Passenger - Miles (MIL.)	No. of Markets	Passengers	Passenger - Miles (MIL.)	No. of Markets
Alabama	13,343	1.6	15	--	--	--
Alaska	231,093	22.0	133	--	--	--
Arizona	289,209	49.8	64	11	*	1
Arkansas	239,409	47.5	66	--	--	--
California	645,885	92.2	167	7,329	2.0	16
Colorado	333,358	47.1	53	--	--	--
Connecticut	317,095	41.9	64	1,782	4.5	5
Delaware	---	--	--	--	--	--
District of Columbia	675,965	84.6	52	--	--	--
Florida	328,110	38.1	67	77,786	11.6	11
Georgia	108,516	17.8	27	--	--	--
Hawaii	252,265	20.7	63	--	--	--
Idaho	94,250	18.2	60	--	--	--
Illinois	594,520	85.1	85	--	--	--
Indiana	252,591	34.6	19	--	--	--
Iowa	3,227	.6	18	--	--	--
Kansas	74,654	5.8	11	--	--	--
Kentucky	45,413	6.9	11	--	--	--
Louisiana	188,836	31.3	46	--	--	--
Maine	172,806	36.0	58	1,146	2.0	10
Maryland	319,329	28.4	36	--	--	--
Massachusetts	588,765	71.2	65	4,884	1.4	2
Michigan	136,959	23.6	31	--	--	--
Minnesota	14,175	2.1	16	--	--	--
Mississippi	38,807	5.5	10	--	--	--
Missouri	251,641	30.0	82	--	--	--
Montana	124	*	3	--	--	--
Nebraska	32,984	6.8	33	--	--	--
Nevada	272,689	47.1	27	--	--	--
New Hampshire	107,229	9.6	25	2	*	1
New Jersey	443,444	48.9	75	11	*	1
New York	1,177,786	158.4	230	2,216	.4	7
North Carolina	167,721	22.4	86	--	--	--
North Dakota	2,872	.5	18	--	--	--
Ohio	270,773	32.6	34	--	--	--
Oklahoma	79,972	13.1	34	--	--	--

TABLE 4.14 (Continued)

PASSENGERS DESTINATION BY STATE OF ORIGIN
FOR CALENDAR YEAR 1980

STATE OF ORIGIN	1980 50 STATES AND D.C.			1980 INTERNATIONAL		
	Passengers	Passenger - Miles (MIL.)	No. of Markets	Passengers	Passenger - Miles (MIL.)	No. of Markets
Oregon	211,200	38.6	100	--	--	--
Pennsylvania	1,940,792	194.7	109	--	--	--
Rhode Island	123,924	14.3	16	--	--	--
South Carolina	42,944	5.6	45	--	--	--
South Dakota	598	*	9	--	--	--
Tennessee	168,781	31.2	60	--	--	--
Texas	1,072,260	40.2	139	877	*	2
Utah	52,574	9.2	29	--	--	--
Vermont	37,244	5.6	26	--	--	--
Virginia	198,542	32.0	66	--	--	--
Washington	351,136	45.3	137	572	*	1
West Virginia	137,386	14.9	22	--	--	--
Wisconsin	39,191	7.6	26	--	--	--
Wyoming	63,135	16.0	15	--	--	--
Total U.S. (R)	13,205,522	1,637.2	2,683	96,616	21.9	57
Total U.S. Territories	--	--	--	2,216,831	162.5	104
Total Foreign	--	--	--	342,353	47.0	90
TOTAL - ALL	13,205,522	1,637.2	2,683	2,655,800	231.4	251

* Figure rounded to less than .1 million.
** Beginning with 1981, data will no longer be available through Civil Aeronautics Board.
(R) Revised.

NOTE: "Markets" means service between two points.
This table will be dropped next year.

Source: "Commuter Air Carrier Traffic Statistics," 12/31/80, Civil Aeronautics Board.

TABLE 4.15

DOMESTIC INTERCITY PASSENGER-MILES,
BY MODE OF TRAVEL AND CLASS OF SERVICE
1973 - 1982
(In Millions)

Mode and Class	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Total	1,323,770	1,232,924	1,285,379	1,363,218	1,433,920	1,518,125	1,529,721	1,494,783		
Total common carrier	157,770	161,924	162,379	176,218	188,020	213,625	241,821	231,383	DATA	DATA
Scheduled air carrier[1]	126,317	128,425	131,728	145,271	156,610	182,669	208,856	200,047		
Regular service	23,564	24,602	23,622	24,400	25,441	29,665	41,853	37,447	NO	NO
Coach service	102,753	103,823	108,106	120,871	131,169	153,004	167,003	162,600		
Class I line-haul railways[2]	5,053	5,799	5,251	5,847	5,710	5,556	6,365	4,436		
First-class service	583	613	502	570	524	467	489	419	LONGER	LONGER
Coach service	4,470	5,186	4,749	5,277	5,186	5,089	5,876	4,017		
Motor carriers[3] Class I, II, III	26,400	27,700	25,400	25,100	25,700	25,400	26,600	26,900		
Private automobiles	1,166,000	1,071,000	1,123,000	1,187,000	1,245,900	1,304,500	1,287,900	1,263,400	AVAILABLE	AVAILABLE
Percent air to total	9.5	10.4	10.3	10.6	10.9	12.0	13.7	13.4		
Percent air to total common carrier	80.1	79.3	81.1	82.4	83.3	85.5	86.4	86.5	**	**
Percent total rail to air	4.0	4.5	4.0	4.0	3.6	3.0	3.0	2.2		
Percent first-class rail to total air	0.5	0.5	0.4	0.4	0.3	0.3	0.2	0.2		

** See explanation regarding the impact of deregulation in the introduction to Chapter 6.

[1] Scheduled operations of domestic trunk and local service carriers.
[2] Includes Pullman Company and excludes commutation.
[3] Excludes intrastate and other local movements.

Sources: Interstate Commerce Commission, Bureau of Economics; Bureau of Accounts and Statistics, CAB; and Transportation Facts and Trends, July 1981.

TABLE 4.16

COMMUTER TRAFFIC DATA
12 MONTHS ENDED DECEMBER, 1982 AND 1981

Category	1982	1981
Revenue Passenger Miles (000)	2,829,848	2,160,350
Passenger Enplanements (000)	17,311	15,642
Passenger Ton Miles (000)	277,826	210,026
Cargo Ton Miles (000)	36,051	32,812
Air Carrier Revenue Miles (000)	263,399	254,682
Air Carrier Revenue Hours	1,726,763	1,558,025
Air Carrier Departures	2,337,075	2,341,469

Source: "Air Carrier Industry Scheduled Service Traffic Statistics", C.A.B. (with totals within Medium Regionals).

TABLE 4.17

COMMUTER TRAFFIC AVERAGES
1982 AND 1981

Category	1982	1981
Passengers Per Air Carrier Mile	10.7	8.5
Available Seats Per Air Carrier Mile	23.1	18.2
Revenue Tons Per Air Carrier Mile	1.2	1.0
Available Tons Per Air Carrier Mile	2.7	2.1

Source: "Air Carrier Industry Scheduled Service Traffic Statistics", C.A.B.

V. U.S. CIVIL AIR CARRIER FLEET

U.S. air carrier fleet data shown in this chapter were developed from monthly Aircraft/Engine Utilization Reports submitted by air carrier operators. The aircraft population shown in this chapter is not an inventory of the aircraft owned by the air carriers but represents the aircraft actually used by the air carrier fleet during December 1982.

The air carrier fleet size shown for 1979 is significantly larger than that for 1978. This increase is partly due to the deregulation of the airlines under the Airline Deregulation Act of 1978 and the associated entry of new carriers. The increase is also due to revised FAA reporting requirements. Beginning in 1979 multiengine aircraft in scheduled passenger and cargo service of the commuter air taxis must be reported as being in air carrier service. The first year these aircraft were counted as air carrier aircraft was 1979. A new class of air carrier was also created in 1979--the all cargo air service operators (Section 418). In the past these operators were classified as air taxi and aircraft used in the service were counted in the air taxi group.

TABLE 5.1

COMPOSITION OF U.S. AIR CARRIER FLEET,
BY TYPE OF AIRCRAFT
DECEMBER 1973 - 1982

Year	Total	Fixed-Wing Aircraft					Rotary-Wing Aircraft		
		Total Fixed-Wing	Turbine			Piston	Total Rotary-Wing	Turbine	Piston
			Total	Turbojet	Turboprop				
1973	2,599	2,586	2,449	2,145	304	137	13	10	3
1974	2,472	2,462	2,344	2,078	266	118	10	10	---
1975	2,495	2,488	2,374	2,114	260	114	7	7	---
1976	2,492	2,487	2,384	2,139	245	103	5	4	1
1977	2,473	2,470	2,402	2,168	234	68	3	3	---
1978	2,545	2,542	2,477	2,237	240	65	3	3	---
1979	3,609	3,608	3,053	2,486	566	556	1	1	---
1980	3,808	3,806	3,218	2,531	687	588	2	2	---
1981	3,973	3,969	3,363	2,511	852	606	4	4	---
1982	4,074	4,069	3,501	2,674	827	568	5	5	---

NOTE: Includes only those aircraft used during the last quarter. 1973-1978 does not include aircraft operated by air taxi operators who hold authority to operate aircraft over 12,500 pounds, turbojet aircraft under blanket authority, or aircraft operated by air travel clubs.

Beginning in 1979, data also includes large aircraft operated by air taxis, air travel clubs, all cargo air service operators, and multi-engine aircraft in passenger operations of commuters.

TABLE 5.2

TOTAL AIRCRAFT IN OPERATION BY THE U.S. AIR CARRIER FLEET,
BY TYPE OF CARRIER AND TYPE OF AIRCRAFT
DECEMBER 1981 AND 1982

Type of Aircraft	All Air Carriers		Certificated Route Air Carriers		Supplemental Air Carriers		Commercial Operators		Air Taxi Operators		Commuter Operators		All Cargo Operators		Air Travel Clubs	
	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982
Total Aircraft	3,973	4,074	2,523	2,468	167	182	33	49	117	105	970	1112	152	155	11	3
Fixed wing--total	3,969	4,069	2,523	2,468	167	182	33	49	115	105	968	1107	152	155	11	3
Turbine-powered-total	3,363	3,501	2,518	2,465	144	163	23	35	54	70	502	647	111	118	11	3
Turbojet--total	2,511	2,674	2,295	2,377	78	103	10	24	22	36	14	45	82	87	10	2
4-engine	365	354	280	254	58	66	10	24	---	---	---	1	8	8	9	1
3-engine	1,363	1,387	1,284	1,260	15	32	---	---	16	21	7	20	40	53	1	1
2-engine	783	933	731	863	5	5	---	---	6	15	7	24	34	26	---	---
Turboprop--total	852	827	223	88	66	60	13	11	32	34	488	602	29	31	1	1
4-engine	105	116	15	17	56	51	5	5	---	---	18	32	10	10	1	1
2-engine	747	711	208	71	10	9	8	6	32	34	470	570	19	21	---	---
Piston-powered--total	606	568	5	3	23	19	10	14	61	35	466	460	41	37	---	---
4-engine	68	57	3	---	17	17	4	2	5	4	22	17	17	17	---	---
2-engine	535	509	2	3	6	2	6	12	56	31	441	441	24	20	---	---
1-engine	3	2	---	---	---	---	---	---	---	---	3	2	---	---	---	---
Rotary-wing--total	4	5	---	---	---	---	---	---	2	---	2	5	---	---	---	---
Turbine-powered	4	5	---	---	---	---	---	---	2	---	2	5	---	---	---	---

TABLE 5.3

COMPOSITION OF U.S. AIR CARRIER FLEET,
BY MANUFACTURER AND MODEL
1981 and 1982

Type of Aircraft Number of Engines and Model	1982	1981
Total Aircraft	4,074	3,973
Fixed-Wing--Total	4,069	3,969
Turbine-Powered--Total	3,501	3,363
4-Engine--Total	470	470
Turbojet--Total	354	365
Boeing B707	55	66
Boeing B720	1	2
Boeing B747	144	147
Convair CV22	2	2
Convair CV30	1	4
Douglas DC8	151	144
Turboprop--Total	116	105
Canadair CL44	4	4
DeHavilland DHC 7	43	29
Lockheed L188	47	51
Lockheed L382	19	20
Vickers V745	3	1
3-Engine--Total	1,387	1,363
Turbojet--Total	1,387	1,363
Boeing B727	1,110	1,096
Douglas DC10	166	161
Lockheed L1011	111	106
2-Engine--Total	1,644	1,530
Turbojet--Total	933	783
Airbus A300	30	25
Boeing B737	290	236
Boeing B757	2	---
Boeing B767	13	---
British Aircraft BA111	36	27
Canadair CL600	1	---
Cessna C500/C501	2	1
Dassault MD20	23	27
Douglas DC9	509	447
Fokker F28	11	9
Grumman G1159	2	3
Hawker Siddeley HS125	2	---
Israel Aircraft 1124	1	---
Learjet LR23	3	---
Learjet LR24	1	3
Learjet LR25	---	1
Learjet LR35	3	---
Learjet LR55	1	---
Rockwell International NA 265	1	---
Sud Aviation SE210	2	2
Sud Aviation SN601	--	2
Turboprop--Total	711	747
Beech BE90	4	2
Beech BE99	108	102
Beech BE200	2	2
Beech STC18	1	---
Cessna C441	2	---
Construcciones Aeronautics C212	16	15
Convair CV580/640	78	233
Convair CV600	20	18
DeHavilland DHC6	101	96
Embraer EM110	83	66
Fairchild F27	10	8
Fairchild FH227	9	6
Fokker F27	4	2
GAF Nomad N22	2	3
Grumman G73	4	1
Grumman G159	19	17
Handley-Page HP137	12	12
Hawker-Siddeley HS748	5	2
Israel Aircraft AR101B	3	2
Nihon YS11	27	27
Nord ND262	8	8
Nord STC262	7	7
Piper PA3TT	1	1
Short SC7	2	2
Short SD3	52	39
Swearingen SA 226	105	72
Swearingen SA 227	26	4

TABLE 5.3 (Continued)

COMPOSITION OF U.S. AIR CARRIER FLEET,
BY MANUFACTURER AND MODEL
1981 and 1982

Type of Aircraft Number of Engines and Model	1982	1981	Type of Aircraft Number of Engines and Model	1982	1981
Piston-Powered--Total	568	606	Piper PA31	139	145
			Piper PA34	16	15
4-Engine--Total	57	68	Piper PA44	1	1
DeHavilland DHC114	16	21	Piper PA600/PA601	1	---
Douglas DC4	3	6			
Douglas DC6	38	41	1-Engine--Total	2	3
			Beech B36	---	1
2-Engine--Total	509	535	Cessna C172	1	---
Aero Commander AC500	1	1	Piper PA32	1	2
Aero Commander AC680	1	1			
Beech BE18	14	20	Rotary Wing--Total	5	4
Beech BE55	2	2			
Beech BE58	5	3	Turbine Powered--Total	5	4
Beech BE65	2	4	Bell HB206	1	2
Beech BE76	1	---	Bell HB212	1	---
Beech BE95	---	1	Bell HB222	3	---
Britten-Norman BN2A	33	35	Kawasaki KV107	---	---
Cessna C207T	1	---	Sikorsky S76	---	2
Cessna C310	4	5			
Cessna C340	---	1			
Cessna C401	2	---			
Cessna C402	130	131			
Cessna C404	22	17			
Cessna C411	---	1			
Cessna C414	---	3			
Cessna C421	1	0			
Convair CV240	11	12			
Convair CV340/440	23	28			
Curtiss-Wright C46	5	12			
DeHavilland DHC104	--	2			
DeHavilland DHC114	1	---			
Dornier DO28	---	2			
Douglas DC3	50	6			
Fairchild C82	1	2			
Grumman G21	3	1			
Grumman G44	1	1			
Grumman G73	5	1			
Grumman G111	2	---			
Martin M404	11	11			
Piper PA23	18	19			
Piper PA30	2	2			

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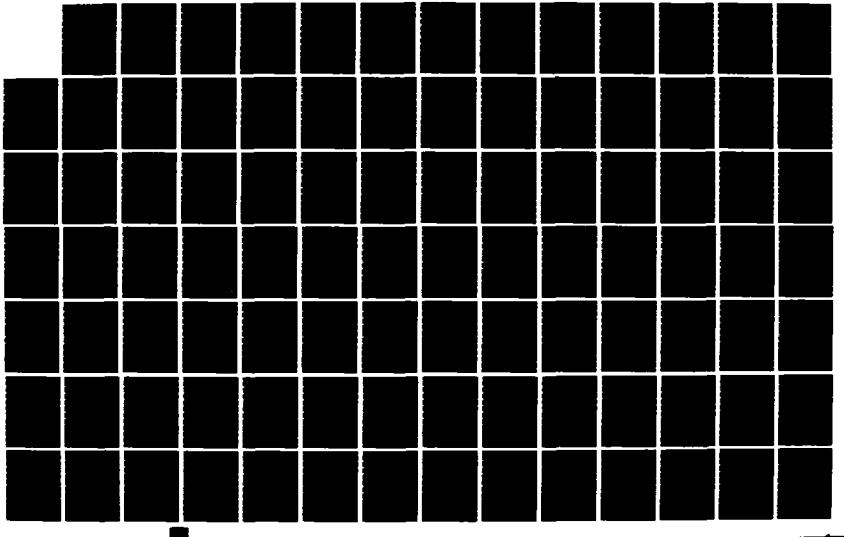

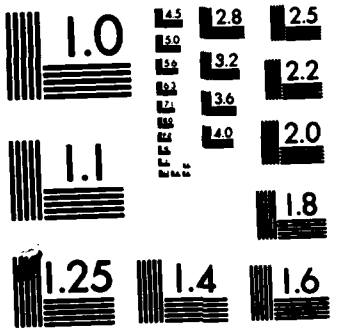

TABLE 5.4

TOTAL FLIGHT TIME, BY TYPE OF AIRCRAFT IN U.S. AIR CARRIER FLEET 1981 and 1982

Type of Aircraft Number of Engines and Model	Hours	
	1981	1982
Total Aircraft	8,125,157	6,916,674
Total Fixed-Wing	8,124,018	6,911,294
Turbine-Powered--Total	7,622,266	6,553,434
4-Engine--Total	1,144,835	891,964
Turbojet--Total	957,880	728,412
Boeing B707	153,877	83,515
Boeing B720	438	317
Boeing B747	531,035	439,003
Convair CV22	543	656
Convair CV30	657	219
Douglas DC8	271,330	204,702
Turboprop--Total	186,955	163,552
Canadair CL44	4,617	5,303
DeHavilland DHC7	64,698	73,069
Lockheed L188	60,909	41,594
Lockheed L382	56,615	42,250
Vickers V745	116	912
Vickers V814	---	424
3-Engine--Total	3,531,243	2,971,583
Turbojet--Total	3,531,243	2,971,583
Boeing B727	2,769,906	2,289,310
Douglas DC10	442,698	377,811
Lockheed L1011	318,639	304,462
2-Engine--Total	2,946,188	2,689,887
Turbojet--Total	1,817,081	1,751,513
Airbus A300	61,783	56,390
Boeing B737	585,997	562,521
Boeing B767	---	1,811
British Aircraft BA111	58,560	54,306
Cessna C500/C501	1,767	423
Dassault MD20	31,559	18,303
Douglas DC9	1,051,747	1,028,836
Fokker F28	17,123	23,996
Grumman G1159	2,392	1,308
Hawker Siddeley HS125	---	304
Israel Aircraft IL1124	88	208
Learjet LR23	1,228	785
Learjet LR24	476	436
Learjet LR25	1,007	26
Learjet LR35	697	688
Learjet LR55	---	253
Rockwell International NA265	46	20
SUD Aviation SE210	1,177	899
SUD Aviation SN601	1,434	---
Turboprop--Total	1,129,107	938,374
Beech BE90	209	479
Beech BE99	164,467	137,968
Beech STC18	236	181
Beech BE200	960	1,813
Cessna C402	499	4
Cessna C414	173	---
Cessna C441	291	501
Construcciones Aeronautics C212	109,613	21,868
Convair CV580	115,962	73,058
Convair CV600	21,206	20,004
Convair CV640	9,699	11,370
DeHavilland DHC6	170,458	139,042
Embraer EM110	94,790	127,153
Fairchild F27	6,132	12,438
Fairchild F227	13,690	13,341
Fokker F27	3,675	6,047
GAF Nomad N22	10,432	3,628
Grumman GA73	641	2,784
Grumman G159	14,843	8,532
Hawker-Siddeley HS748	4,979	12,091
Handley-Page HP137	25,836	16,222
Israel Aircraft AR1018	139	2,284
Nihon YS11	35,737	25,610
Nord ND262	16,206	6,844
Nord STC262	5,780	7,786
Piper PA31T	70	---
Short SC7	1,008	520
Short SD3	77,708	79,909

TABLE 5.4 (Continued)

TOTAL FLIGHT TIME,
BY TYPE OF AIRCRAFT IN U.S. AIR CARRIER FLEET
1981 and 1982

Type of Aircraft Number of Engines and Model	Hours	
	1981	1982
Swearingen SA226	223,059	169,688
Swearingen SA227	609	37,209
Piston-Powered--Total	501,752	357,860
4-Engine--Total	64,951	35,782
DeHavilland DH114	42,702	22,598
Douglas DC4	1,304	256
Douglas DC6	20,945	12,928
2-Engine--Total	436,642	321,751
Aero Commander AC680	1,129	759
Aero COmmander AC500	789	678
Beech BE18	8,160	5,928
Beech BE55	981	936
Beech BE58	1,476	1,558
Beech BE65	3,435	1,632
Beech BE76	---	78
Beech BE80	591	---
Beech BE95	557	95
Britten-Norman BN2	39,315	32,003
Cessna C207	---	50
Cessna C310	4,227	2,573
Cessna C340	138	18
Cessna C401	1,234	513
Cessna C402	137,005	103,411
Cessna C404	22,977	14,184
Cessna C411	60	6
Cessna C414	472	15
Cessna C421	14	26
Convair CV240	8,299	7,399
Convair CV340/440	17,163	10,633
Curtiss Wright CW46	3,358	2,340
DeHavilland DH104	2,014	489
Dornier DO28	199	---
Douglas DC3	25,861	19,649
Fairchild C82	2,198	1,485
Grumman G10	---	1,104
Grumman G21	1,309	920
Grumman GA44	76	80
Grumman G73	6,580	2,220
Martin M404	9,014	5,051
Piper PA23	9,969	4,871
Piper PA28	---	33
Piper PA30	392	228
Piper PA31	118,451	95,310
Piper PA34	8,853	5,022
Piper PA44	238	205
Piper PA600AS/601	108	239
1-Engine--Total	159	327
Beech B36	128	233
Piper PA32	31	94
Rotary Wing--Total	1,139	5,380
Bell Helicopter HB206	119	2,917
Bell Helicopter HB212	---	109
Bell Helicopter HB222	---	2,354
Kawasaki KV107	586	---
Sikorsky S76	434	---

1981 includes 6,293,593 hours for Certificated Route Air Carriers; 248,319 for Supplemental Carriers; 26,067 hours for Commercial Carriers; 263,559 hours for Air Taxi; 1,335,201 hours for Commuters; 3,176 hours for Air Travel Clubs and 125,127 hours for All Cargo Carriers.

1982 includes 5,293,967 hours for Certificated Route Air Carriers; 211,884 hours for Supplemental Carriers; 39,744 hours for Commercial Carriers; 74,056 hours for Air Taxi; 1,185,915 hours for Commuters; 1,339 hours for Air Travel Clubs and 109,769 hours for All Cargo Carriers.

TABLE 5.5

TOTAL AIRCRAFT IN CERTIFICATED ROUTE AIR CARRIER OPERATIONS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982
(LARGE AIRCRAFT ONLY)

Air Carrier Group and Carrier	Total	Turbojet				Turboprop			Piston		
		Total Turbojet	4-engine	3-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
Total	2,468	2,377	254	1,260	863	88	17	71	3	---	3
Trunk Carriers--Total	1,534	1,534	163	1,109	262	---	---	---	---	---	---
American	228	228	14	214	---	---	---	---	---	---	---
Braniff	64	64	11	53	---	---	---	---	---	---	---
Continental	112	112	---	73	39	---	---	---	---	---	---
Delta	220	220	13	167	40	---	---	---	---	---	---
Eastern	260	260	---	149	111	---	---	---	---	---	---
Northwest	111	111	29	82	---	---	---	---	---	---	---
Trans World	150	150	36	112	2	---	---	---	---	---	---
United	317	317	60	201	56	---	---	---	---	---	---
Western	72	72	---	58	14	---	---	---	---	---	---
Local Service Carriers--Total	705	624	2	62	560	78	10	68	3	---	3
Air California	22	22	---	---	22	---	---	---	---	---	---
Air Florida	18	18	---	1	17	---	---	---	---	---	---
Air Illinois	12	1	---	---	1	9	---	9	2	---	2
Air Midwest	20	---	---	---	---	20	---	20	---	---	---
Air Wisconsin	16	---	---	---	---	16	10	6	---	---	---
Altair Airlines	9	9	---	---	9	---	---	---	---	---	---
American International Inc.	5	5	---	---	5	---	---	---	---	---	---
Aspen	10	---	---	---	---	10	---	10	---	---	---
Best Airlines	2	2	---	---	2	---	---	---	---	---	---
Empire Airlines	5	5	---	---	5	---	---	---	---	---	---
Frontier	53	53	---	---	53	---	---	---	---	---	---
Jet America Airlines	3	3	---	---	3	---	---	---	---	---	---
Lincoln Airlines	1	---	---	---	---	---	---	---	1	---	1
Midway	16	16	---	---	16	---	---	---	---	---	---

TABLE 5.5 (Continued)

TOTAL AIRCRAFT IN CERTIFICATED ROUTE AIR CARRIER OPERATIONS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982
(LARGE AIRCRAFT ONLY)

Air Carrier Group and Carrier	Total	Turbojet				Turboprop			Piston		
		Total Turbojet	4-engine	3-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
Muse Air Corp.	7	7	---	---	7	---	---	---	---	---	---
North Eastern Int'l Airways	3	3	2	1	---	---	---	---	---	---	---
Ozark	44	44	---	---	44	---	---	---	---	---	---
Pacific Express	8	8	---	---	8	---	---	---	---	---	---
Pacific Southwest	31	31	---	10	21	---	---	---	---	---	---
Peoples Express	20	20	---	---	20	---	---	---	---	---	---
Piedmont	73	73	---	19	54	---	---	---	---	---	---
Republic	163	147	---	15	132	16	---	16	---	---	---
Southwest	37	37	---	---	37	---	---	---	---	---	---
U.S. Air, Inc.	120	120	---	16	104	---	---	---	---	---	---
Wright	7	---	---	---	---	7	---	7	---	---	---
Alaska-Hawaii Carriers--Total	36	26	1	---	25	10	7	3	---	---	---
Aloha	8	8	---	---	8	---	---	---	---	---	---
Hawaiian	12	8	---	---	8	4	4	---	---	---	---
Reeve Aleutian	6	---	---	---	---	6	3	3	---	---	---
Wien Air Alaska	10	10	1	---	9	---	---	---	---	---	---
International and Territorial Passenger/ Cargo--Total	149	149	47	89	13	---	---	---	---	---	---
Alaska	14	14	---	11	3	---	---	---	---	---	---
Guy America	3	3	3	---	---	---	---	---	---	---	---
Pan Am World	132	132	44	78	10	---	---	---	---	---	---
Scheduled Air Cargo Carriers--Total	44	44	41	---	3	---	---	---	---	---	---
Airlift Int'l	4	4	4	---	---	---	---	---	---	---	---
Flying Tiger Line	36	36	36	---	---	---	---	---	---	---	---
Jetway Inc.	4	4	1	---	3	---	---	---	---	---	---

TABLE 5.6

AIRCRAFT IN OPERATION BY CERTIFICATED ROUTE AIR CARRIERS,
BY MANUFACTURER AND MODEL
DECEMBER 31, 1973 - 1982*
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Total	2,361	2,244	2,267	2,271	2,234	2,348	2,466	2,505	2,523	2,468
Turbojet 4-Engine Total	712	594	561	533	500	465	455	373	280	254
Boeing 707	315	281	264	240	244	198	170	135	45	24
Boeing 720	44	30	23	18	15	10	2	---	---	---
Boeing 747	109	108	97	104	107	115	130	141	142	139
Concorde	---	---	---	---	---	---	9	---	---	---
Convair 880/990	37	---	---	---	---	---	---	---	---	---
Douglas DC8	207	180	177	171	154	142	144	97	93	91
Turbojet 3-Engine Total	844	893	961	992	1,035	1,140	1,232	1,311	1,284	1,260
Boeing 727	710	724	765	793	836	931	1,104	1,070	1,033	1,002
Douglas DC10	86	103	121	122	122	127	131	139	145	147
Lockheed L1011	48	66	76	77	77	82	87	102	106	111
Turbojet 2-Engine Total	500	501	500	518	529	579	621	652	731	863
Airbus A300	---	---	---	---	2	6	12	19	25	30
BAC111	31	36	30	31	31	30	28	27	27	36
Boeing 737	134	136	133	138	141	173	201	214	235	289
Boeing 757	---	---	---	---	---	---	---	---	---	2
Boeing 767	---	---	---	---	---	---	---	---	---	13
Douglas DC9	335	329	337	349	355	370	376	306	432	479
Fokker F28	---	---	---	---	---	---	---	3	9	11
Learjet LR23	---	---	---	---	---	---	2	2	---	2
Learjet LR24	---	---	---	---	---	---	1	1	3	1
Learjet LR25	---	---	---	---	---	---	1	---	---	---
Turboprop 4-Engine Total	20	17	16	21	6	9	9	13	15	17
DeHavilland DHC7	---	---	---	---	---	---	3	10	12	14
Lockheed L188	19	17	16	21	6	9	6	3	3	3
Lockheed L382	1	---	---	---	---	---	---	---	---	---

TABLE 5.6 (Continued)

AIRCRAFT IN OPERATION BY CERTIFICATED ROUTE AIR CARRIERS,
BY MANUFACTURER AND MODEL
DECEMBER 31, 1973 - 1982*
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Turboprop 2-Engine Total	218	184	177	159	150	146	143	150	208	71
Beech BE99	---	---	3	3	---	---	---	5	---	---
Convair CV580/640	105	89	69	69	68	60	59	55	177	26
Convair 600	24	16	19	12	8	8	4	5	5	7
DeHavilland DHC6	8	21	18	14	13	16	14	5	---	6
Fairchild FH227	1	33	29	27	22	23	21	6	---	---
Fairchild FH27	24	15	10	7	4	5	1	3	---	---
Hawker Siddeley HS74	---	---	---	---	---	---	---	2	2	1
Handley Page HP137	---	---	---	---	---	---	---	2	2	2
Nihon YS11	23	21	23	23	23	19	12	9	7	3
Nord ND262	---	---	---	---	5	9	---	10	---	---
Short SC7	2	2	3	---	---	---	---	---	---	---
Short SHD330	---	---	---	---	---	1	1	---	---	---
Swearingen SA226	---	---	---	---	6	8	29	39	10	26
Piston 4-Engine--Total	3	1	1	2	---	---	4	6	3	---
Douglas DC6	3	1	1	2	---	---	4	3	3	---
DeHavilland DH114	---	---	---	---	---	---	---	3	---	---
Piston 2-Engine--Total	36	32	37	31	11	4	2	---	2	3
Piston 1-Engine--Total	15	12	7	10	---	2	---	---	---	---
Helicopter--Total	13	10	7	5	3	3	---	---	---	---

* Aircraft not used in air carrier operations, such as those used for crew training and general utility purposes and aircraft held for disposal are excluded.

TABLE 5.7

AIRCRAFT IN OPERATION BY SUPPLEMENTAL CARRIERS,
BY CARRIER AND ENGINE TYPE
DECEMBER 31, 1982
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total Aircraft	Turbojet				Turboprop			Piston		
		Total Turbojet	4-engine	3-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
Total	182	103	66	32	5	60	51	9	19	17	2
Aero Star	3	3	---	3	---	---	---	---	---	---	---
Air Berlin, USA	1	1	---	---	1	---	---	---	---	---	---
Alaska Int'l Air Inc.	4	---	---	---	---	4	4	---	---	---	---
American Trans Air	8	8	8	---	---	---	---	---	---	---	---
Arista Int'l Airlines	2	2	2	---	---	---	---	---	---	---	---
Arrow Airways	19	19	17	2	---	---	---	---	---	---	---
Capitol Int'l Airways	14	14	9	5	---	---	---	---	---	---	---
Conner Airlines	2	---	---	---	---	---	---	---	2	2	---
Eagle Aviation	1	1	---	1	---	---	---	---	---	---	---
Evergreen Int'l Airlines	22	18	5	10	3	4	4	---	---	---	---
Great American Airways	1	1	---	---	1	---	---	---	---	---	---
Gulf Air Transport	1	---	---	---	---	1	1	---	---	---	---
Jet Charter Service	3	3	3	---	---	---	---	---	---	---	---
Pacific East Air Inc.	2	2	2	---	---	---	---	---	---	---	---
Rich Int'l Airways	8	2	2	---	---	---	---	---	6	4	2
T-Bird Air Inc.	1	1	---	1	---	---	---	---	---	---	---
Trans America Airlines	33	13	11	2	---	20	20	---	---	---	---
World Airways	9	9	1	8	---	---	---	---	---	---	---
Zantop Int'l Airlines	48	6	6	---	---	31	22	9	11	11	---

TABLE 5.8

AIRCRAFT IN OPERATION BY SUPPLEMENTAL CARRIERS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1982
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980	1981	1982
Total	70	148	167	182
Turbojet--Total	39	59	78	103
4-Engine	26	40	58	66
Boeing B707	---	6	12	20
Boeing B720	---	---	---	1
Boeing B747	1	3	5	4
Douglas DC8	25	31	41	41
3-Engine	9	12	15	32
Boeing B727	---	1	3	17
Douglas DC10	9	11	12	15
2-Engine	4	7	5	5
Boeing B737	4	5	1	1
Douglas DC9	---	1	4	4
Learjet LR24	---	1	---	---
Turboprop--Total	24	71	66	60
4-Engine	23	55	56	51
Lockheed L188	11	38	39	35
Lockheed L382	12	17	17	16
2-Engine	1	16	10	9
Beech STC18	2	2	---	---
Convair CV640	14	14	10	9
Fairchild FH227	1	---	---	---
Piston--Total	7	18	23	19
4-Engine	3	16	17	17
Douglas DC6	3	16	17	17
2-Engine	4	2	6	2
Convair CV240	2	---	---	---
Convair CV440	---	---	2	---
Curtiss Wright CW46	2	2	2	2
Piper PA31	---	---	2	---

TABLE 5.9

AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total Aircraft	Turbojet			Turboprop			Piston		
		Total Turbojet	4-engine	3-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
Total	49	24	24	---	11	5	6	14	2	12
Air Transport Int'l Air Cargo	1	1	1	---	---	---	---	---	---	---
Baker Aviation	1	---	---	---	---	---	---	1	---	1
Bluebell Aviation	2	---	---	---	2	2	---	---	---	---
Central America Int'l Inc.	2	2	2	---	---	---	---	---	---	---
Challenge Air Transport, Inc.	3	1	1	---	---	---	---	2	2	---
Era Helicopter	3	---	---	---	3	---	3	---	---	---
Fairways Corporation	3	---	---	---	3	---	3	---	---	---
Flight Trails	11	---	---	---	---	---	---	11	---	11
Global Int'l Airways Corporation	9	9	9	---	---	---	---	---	---	---
South Pacific Island Airways	1	1	1	---	---	---	---	---	---	---
Southern Air Transport Inc.	3	---	---	---	3	3	---	---	---	---
United Air Carriers	10	10	10	---	---	---	---	---	---	---

TABLE 5.10

AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS,
BY MANUFACTURER AND MODEL
DECEMBER 1978 - 1982
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980	1981	1982
Total Aircraft	123	118	24	33	49
Turbojet--Total	18	15	8	10	24
4-Engine	18	14	8	10	24
Boeing B707	3	4	3	5	11
Boeing B720	4	---	1	1	---
Convair CV22	---	---	1	2	2
Douglas DC8	10	9	3	2	11
Lockheed L1329	1	1	---	---	---
2-Engine	---	1	---	---	---
Boeing 737	---	---	---	---	---
Douglas DC9	---	1	---	---	---
Turboprop--Total	52	57	7	13	11
4-Engine	32	32	4	5	5
Canadair CL44	---	1	1	2	2
Lockheed L188	24	23	---	---	---
Lockheed L382	8	8	3	3	3
2-Engine	20	25	3	8	6
Beech BE99	---	---	---	1	1
Convair CV580	2	2	2	5	3
Convair CV640	14	14	---	---	---
DeHavilland DHC6	---	2	---	1	1
Fairchild F27	2	2	---	---	---
Grumman G159	1	1	1	1	1
Handley Page HP137	---	3	---	---	---
Hawker Siddeley HS748	1	1	---	---	---
Piston--Total	53	46	9	10	14
4-Engine	39	38	3	4	2
Douglas DC4	36	1	1	2	---
Douglas DC6	---	36	2	2	2
Douglas DC7	1	---	---	---	---
Lockheed L1049	2	1	---	---	---
2-Engine	14	8	6	6	12
Cessna C402	---	---	---	---	1
Convair CV440	---	---	---	---	9
Curtiss-Wright C[illegible]	5	4	1	2	---
DeH[illegible]nd [illegible]4	2	---	---	---	---
Dougl[illegible]C3	2	2	5	4	2
Fairchild C82	2	2	---	---	---
Martin M404	3	---	---	---	---

TABLE 5.11

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982

Name of Carrier	Total All Aircraft	Turbojet			Turboprop		Piston			Helicopter
		4-Engine	3-Engine	2-Engine	4-Engine	2-Engine	4-Engine	2-Engine	1-Engine	
Total	1,112	1	20	24	32	570	17	441	2	5
AAA Air Express	3	---	---	---	---	1	---	2	---	---
Aero Mech, Inc.	13	---	---	---	---	13	---	---	---	---
Air Cortez	5	---	---	---	---	1	---	4	---	---
Air Hawaii	5	---	---	---	---	---	---	5	---	---
Air Irvine, Inc.	4	---	---	--	---	---	---	4	---	---
Air Kentucky	4	---	---	---	---	4	---	---	---	---
Airlift Associates	2	---	---	---	---	---	---	2	---	---
Air Link	1	---	---	---	---	---	---	1	---	---
Air Logistics of Alaska, Inc.	4	---	---	---	---	4	---	---	---	---
Air Mark Corp.	1	---	---	1	---	---	---	---	---	---
Air National Aircraft Sales and Service	3	---	1	2	---	---	---	---	---	---
Air Nevada Airlines	11	---	---	---	---	---	---	11	---	---
Air Niagara Inc.	2	---	2	---	---	---	---	---	---	---
Air North	10	---	---	---	---	---	---	10	---	---
Air Pennsylvania Ltd.	5	---	---	---	---	3	---	2	---	---
Air South	9	---	---	---	---	---	---	9	---	---
Air Spur	3	---	---	---	---	3	---	---	---	---
Air U.S.	3	---	---	---	---	3	---	---	---	---
Air Vermont Inc.	8	---	---	---	---	---	---	8	---	---
Air Vectors Airways, Inc.	3	---	---	---	---	---	---	3	---	---
Air Virginia	9	---	---	---	---	9	---	---	---	---
Airway of New Mexico	3	---	---	---	---	---	---	3	---	---
Alaska Aero Ind. Inc.	4	---	---	---	---	4	---	---	---	---
Altus Flying Service	1	---	---	---	---	---	---	1	---	---
American Central Airlines	13	---	---	---	---	4	---	9	---	---
Arcarta Flying Service	2	---	---	---	---	---	---	2	---	---

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982

Name of Carrier	Total All Aircraft	Turbojet			Turboprop		Piston			Helicopter
		4-Engine	3-Engine	2-Engine	4-Engine	2-Engine	4-Engine	2-Engine	1-Engine	
Atlantic Air	3	---	---	---	---	---	---	3	---	---
Atlantic Southeast	8	---	---	---	2	6	---	---	---	---
Atlantis Airlines, Inc.	10	---	---	---	---	4	---	6	---	---
Bankair Inc.	3	---	---	---	---	---	---	3	---	---
Bar Harbour Airlines	19	---	---	---	---	19	---	---	---	---
Big Sky Airlines	3	---	---	---	---	3	---	---	---	---
Brennan & Hargraves	1	---	---	---	---	---	---	1	---	---
Britt Airways	27	---	---	---	---	27	---	---	---	---
California Amphibions Trans.	2	---	---	---	---	---	---	2	---	---
Cape Smythe Air Service	5	---	---	1	---	4	---	---	---	---
Capitol Air Service	7	---	---	---	---	2	---	5	---	---
Cascade Airways, Inc.	14	---	---	---	---	14	---	---	---	---
Catskill Airways	3	---	---	---	---	---	---	3	---	---
Centex Airlines	1	---	---	---	---	---	---	1	---	---
Chalk's Int'l Airlines	6	---	---	---	---	4	---	2	---	---
Channel Flying Inc.	3	---	---	---	---	---	---	3	---	---
Chaparral Airlines	9	---	---	---	---	8	---	1	---	---
Charlie Hammonds Air Service	9	---	---	---	---	1	---	8	---	---
Chautauqua Airlines	5	---	---	---	---	5	---	---	---	---
Clinton Aero	2	---	---	---	---	2	---	---	---	---
Coastal Aviation	1	---	---	---	---	1	---	---	---	---
Coastal Airlines	3	---	---	---	---	---	---	3	---	---
Colgan Airways	5	---	---	---	---	4	---	1	---	---
Con Air	18	---	---	---	---	12	---	6	---	---
Command Airways	7	---	---	---	---	7	---	---	---	---
Copper State Airlines	1	---	---	---	---	---	---	1	---	---
Coral Air	2	---	---	---	---	2	---	---	---	---
Cumberland Airlines	7	---	---	---	---	1	---	6	---	---

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982

Name of Carrier	Total All Aircraft	Turbojet			Turboprop		Piston			Helicopter
		4-Engine	3-Engine	2-Engine	4-Engine	2-Engine	4-Engine	2-Engine	1-Engine	
Custom Aviation	3	---	---	---	---	---	---	3	---	---
Crown Air	15	---	---	---	---	5	---	10	---	---
Devoe Airlines Inc.	8	---	---	---	---	1	---	7	---	---
DHL Airlines, Inc.	5	---	---	---	---	1	---	4	---	---
Direct Air	1	---	---	---	---	---	---	1	---	---
Eagle Airlines	4	---	---	---	---	---	---	4	---	---
Eagle Aviation	1	---	---	---	---	---	---	1	---	---
Emerald Airlines	5	---	---	4	---	1	---	---	---	---
Empire Airlines	5	---	---	---	---	5	---	---	---	---
Executive Airlink	3	---	---	---	---	---	---	---	---	3
Fischer Bros. Aviation	6	---	---	---	---	4	2	---	---	---
Flamenco Airways	3	---	---	---	---	---	---	3	---	---
Freedom Airlines	9	---	---	---	---	9	---	---	---	---
Frontier Flying Svc.	5	---	---	---	---	---	---	5	---	---
Gifford Aviation, Inc.	2	---	---	---	---	2	---	---	---	---
Golden Pacific Airlines	2	---	---	---	---	---	---	2	---	---
Golden West Airlines	13	---	---	---	5	8	---	---	---	---
Great Lakes Aviation	4	---	---	---	---	---	---	4	---	---
Green Hills Aviation	2	---	---	---	---	---	---	2	---	---
Gulf Air Transport	6	---	---	---	---	5	---	1	---	---
Gull Air, Inc.	8	---	---	---	---	---	---	8	---	---
Harbor Airlines	1	---	---	---	---	---	---	1	---	---
Harold's Air Service Inc.	4	---	---	---	---	1	---	3	---	---
Hawaii Express	1	1	---	---	---	---	---	---	---	---
Holiday Air Service Corp.	2	---	---	---	---	---	---	2	---	---
Horizon Ltd.	11	---	---	---	---	11	---	---	---	---
Key Airlines	2	---	---	---	---	2	---	---	---	---
Kodiak Western Alaska	2	---	---	---	---	1	1	---	---	---

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982

Name of Carrier	Total All Aircraft	Turbojet			Turboprop		Piston			Helicopter
		4-Engine	3-Engine	2-Engine	4-Engine	2-Engine	4-Engine	2-Engine	1-Engine	
L.A.B. Flying Service	4	---	---	---	---	---	---	4	---	---
Las Vegas Airlines	7	---	---	---	---	---	---	7	---	---
Liberty Airlines Inc.	2	---	---	---	---	---	---	2	---	---
Macro Island Airways	8	---	---	---	---	---	---	8	---	---
Main Air Transport	3	---	---	---	---	---	---	3	---	---
Mall Airways	5	---	---	---	---	2	---	3	---	---
Mesa Aviation Service	1	---	---	---	---	---	---	1	---	---
Mesaba Aviation	5	---	---	---	---	5	---	---	---	---
Metro Airlines	29	---	---	---	---	29	---	---	---	---
Mid Pacific Airlines	8	---	---	---	---	8	---	---	---	---
Midstate Airlines	12	---	---	---	---	12	---	---	---	---
Mid South Airlines, Inc.	3	---	---	---	---	2	---	1	---	---
Mississippi Valley	14	---	---	---	---	14	---	---	---	---
Mountain Home Air Service	3	---	---	---	---	---	---	2	1	---
Munz Northern Airlines, Inc.	5	---	---	---	---	---	---	5	---	---
National Commuter Airlines	4	---	---	---	---	4	---	---	---	---
New Air	9	---	---	---	---	5	---	4	---	---
New England Airlines Inc.	2	---	---	---	---	---	---	2	---	---
New York Airlines	12	--	---	12	---	---	---	---	---	---
North American Airlines	3	---	---	---	---	1	---	2	---	---
Northern Airlines	1	---	---	---	---	---	---	1	---	---
Northern Airways	7	---	---	1	---	4	---	1	1	---
Oceanaire Inc.	4	---	---	---	---	3	---	1	---	---
Orion Air Inc.	27	---	17	---	---	10	---	---	---	---
Pacific Alaska Airlines	1	---	---	---	---	---	---	1	---	---
Pacific Cal Air	2	---	---	---	---	2	---	---	---	---
Pennsylvania Commuter	17	---	---	---	---	17	---	---	---	---
Phillips Airlines	4	---	---	---	---	---	---	4	---	---

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982

Name of Carrier	Total All Aircraft	Turbojet			Turboprop		Piston			Helicopter
		4-Engine	3-Engine	2-Engine	4-Engine	2-Engine	4-Engine	2-Engine	1-Engine	
Pilgrim Airlines	9	---	---	---	---	9	---	---	---	---
Pioneer Airways	11	---	---	---	---	11	---	---	---	---
Pocono Airlines	4	---	---	---	---	4	---	---	---	---
Ponderosa Avn & Airlines	1	---	---	---	---	---	---	1	---	---
Precision Airlines	9	---	---	---	---	6	---	3	---	---
Princeville Airways	2	---	---	---	---	2	---	---	---	---
Professional Charter Service	9	---	---	3	---	---	---	6	---	---
Providence Air Charter	6	---	---	---	---	---	---	6	---	---
Provincetown Boston Air	56	---	---	---	---	10	---	46	---	---
Puerto Rico Int'l Airlines	17	---	---	---	---	3	14	---	---	---
Ransome Airlines	18	---	---	---	10	8	---	---	---	---
Rio Airways	18	---	---	---	4	14	---	---	---	---
Rocky Mountain Airways	7	---	---	---	3	4	---	---	---	---
Ross Aviation, Inc.	3	---	---	---	---	3	---	---	---	---
Royale Airline, Inc.	30	---	---	---	---	30	---	---	---	---
Royal American Airways	3	---	---	---	---	3	---	---	---	---
Royal Hawaiian Air Service	15	---	---	---	---	---	---	15	---	---
San Juan Airlines	7	---	---	---	---	---	---	7	---	---
Scenic Airlines	22	---	---	---	---	---	---	22	---	---
Scheduled Skyways	15	---	---	---	---	13	---	2	---	---
Sea Airmotive	15	---	---	---	---	14	---	---	---	1
Semo Aviation Inc.	2	---	---	---	---	---	---	2	---	---
SFO Helicopter Airlines	1	---	---	---	---	---	---	---	---	1
Shasta Air Inc.	2	---	---	---	---	2	---	---	---	---
Simmons Airlines	7	---	---	---	---	7	---	---	---	---
Sky West Aviation	12	---	---	---	---	7	---	5	---	---
SMB Stage Lines	12	---	---	---	---	10	---	2	---	---
South Central Air Inc.	6	---	---	---	---	---	---	6	---	---

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982

Name of Carrier	Total All Aircraft	Turbojet			Turboprop		Piston			Helicopter
		4-Engine	3-Engine	2-Engine	4-Engine	2-Engine	4-Engine	2-Engine	1-Engine	
Southeastern Commuter Airlines	8	---	---	---	---	8	---	---	---	---
South Pacific Island Airways	2	---	---	---	---	2	---	---	---	---
State Airlines, Inc.	10	---	---	---	---	---	---	10	---	---
Sun Aire Airlines	10	---	---	---	---	10	---	---	---	---
Sunbelt Airlines	6	---	---	---	---	2	---	4	---	---
Sunwest Airlines	6	---	---	---	---	---	---	6	---	---
Susquehanna Airlines	3	---	---	---	---	---	---	3	---	---
Tennessee Airways Inc.	6	---	---	---	---	3	---	3	---	---
Texas Star	1	---	---	---	---	---	---	1	---	---
Trans Central Airlines	5	---	---	---	---	5	---	---	---	---
Trans Colorado Airlines	3	---	---	---	---	3	---	---	---	---
Trans Missouri Airlines	2	---	---	---	---	---	---	2	---	---
Trans Western Airlines of Utah	5	---	---	---	---	5	---	---	---	---
Unalakleet Air Taxi	6	---	---	---	---	1	---	5	---	---
Valdez Airlines	3	---	---	---	---	1	---	2	---	---
Valley Flying Servie	2	---	---	---	---	---	---	2	---	---
Virgin Air Inc.	8	---	---	---	---	---	---	8	---	---
Virgin Island Seaplane Shuttle Inc.	4	---	---	---	---	---	---	4	---	---
Walker's Clay Air Terminal	4	---	---	---	---	1	---	3	---	---
Westair	10	---	---	---	---	2	---	8	---	---
Western Pacific Express	1	---	---	---	---	---	---	1	---	---
Wheeler Airlines, Inc.	3	---	---	---	---	3	---	---	---	---
Wills Air	5	---	---	---	---	---	---	5	---	---
Wings West Airlines	10	---	---	---	---	8	---	2	---	---
Unknown	5	---	---	---	---	---	---	5	---	---

TABLE 5.12

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY MANUFACTURER AND MODEL: DECEMBER 1979-1982
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980	1981	1982
Total Aircraft	495	835	970	1,112
Fixed Wing Total	495	835	968	1,107
Turbojet--Total	---	9	14	45
4-Engine	---	4	---	1
Boeing 747	---	---	---	1
Douglas DC8	---	4	---	---
3-Engine	---	---	7	20
Boeing B727	---	---	7	20
2-Engine	---	5	7	24
Cessna C500/501	---	---	1	2
Dassault MD20	---	---	---	2
Douglas DC9	---	3	5	18
Fokker F28	---	2	---	---
Grumman G1159	---	---	1	1
Learjet L23	---	---	---	1
Turboprop--Total	177	375	488	602
4-Engine	5	8	18	32
DeHavilland DH7	5	8	17	29
Vickers Viscount V745	---	---	1	3
2-Engine	172	367	470	570
Beech BE90	3	2	2	4
Beech BE99	50	82	101	107
Beech BE200	1	1	2	2
Cessna C441	---	1	---	2
Construcciones Aeronautics C212	---	2	15	16
Convair CV580	2	12	22	24
Convair CV600/640	2	10	13	14
DeHavilland DH6	56	90	88	89
DeHavilland DH104	1	---	---	---
Embraer EM 110	4	34	66	81
Fairchild F27	---	1	9	7
Fairchild FH227	---	2	6	9
Fokker F27	---	1	---	4
GAF Nomad N22	---	9	2	2

TABLE 5.12 (Continued)

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY MANUFACTURER AND MODEL: DECEMBER 1979-1982
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980	1981	1982
GAF Nomad N24	1	---	---	---
Grumman G159	---	9	13	14
Gulf Stream C73	---	---	1	4
Hawker Siddeley HS748	---	---	---	4
Handley-Page HP137	8	8	5	4
Israel Aircraft Arava 101B	---	---	2	3
Nihon YS11	---	---	5	11
Nord ND262	9	8	8	8
Nord STC262	4	4	7	7
Piper PA31T	---	---	1	1
Short SD3	---	29	34	46
Short SC7	---	2	2	2
Short SD330	7	---	---	---
Swearingen SA26	1	---	---	---
Swearingen SA226	23	61	62	79
Swearingen SA227	---	---	4	26
Piston--Total	318	451	466	460
4-Engine	4	24	22	17
DeHavilland DH114	4	24	21	16
Douglas DC4	---	---	1	1
2-Engine	313	427	441	441
Aero Commander AC500	1	3	1	1
Aero Commander AC680	2	3	1	1
Beech BE18	18	10	13	11
Beech BE55	3	2	2	2
Beech BE58	---	3	3	5
Beech BE65	2	1	4	2
Beech BE76	---	---	---	1
Beech BE80	1	2	---	---
Beech BE95	1	1	1	---
Beech STC18	---	3	---	---
Britten-Norman BN2	11	31	31	33
Cessna C207	---	---	---	1
Cessna C310	11	7	5	4
Cessna C337	2	---	---	---
Cessna C340	2	2	1	---
Cessna C401	---	2	---	2

TABLE 5.12 (Continued)

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY MANUFACTURER AND MODEL: DECEMBER 1979-1982
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980	1981	1982
Cessna C402	92	115	130	128
Cessna C404	17	20	17	22
Cessna C411	1	1	1	---
Cessna C414	2	1	3	---
Cessna C421	---	1	---	1
Convair CV240	---	3	7	6
Convair CV340	---	1	2	1
Convair CV440	---	5	4	3
Curtiss-Wright CW46	---	1	1	1
DeHavilland DH104	---	---	2	---
DeHavilland DH114	---	---	---	1
Douglas DC3	2	20	21	19
Dornier DO28	1	1	2	---
Grumman G21	1	6	1	3
Grumman G73	---	4	1	5
Grumman G111	---	---	---	2
Gulf Stream G44	---	---	1	1
Mortin M404	---	11	11	11
Piper PA23	15	26	19	18
Piper PA30	2	2	2	2
Piper PA31	112	126	138	136
Piper PA34	10	12	15	16
Piper PA44	1	1	1	1
Piper PA600/PA601P	3	---	---	1
1-Engine	---	---	3	2
Beech B36	---	---	1	---
Cessna C172	---	---	---	1
Piper PA32	---	---	2	1
Rotary wing Total	---	---	2	5
Turbine	---	---	2	5
Bell Helicopter HB206	---	---	2	1
Bell Helicopter HB212	---	---	---	1
Bell Helicopter HB 222	---	---	---	3

TABLE 5.13

AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total All Aircraft	Turbojet			Turboprop	Piston		Helicopter
		4-Engine	3-Engine	2-Engine	2-Engine	4-Engine	2-Engine	
Total	105	---	21	15	34	4	31	---
Air Vacations Inc.	1	---	---	---	---	---	1	---
Aero-Dyne Corp.	4	---	---	---	1	---	3	---
Aero Virgin Island	4	---	---	---	---	---	4	---
Air Cargo American	3	---	---	---	2	---	1	---
Apollo Airways, Inc.	6	---	---	---	6	---	---	---
Basler Flight Service	5	---	---	---	---	---	5	---
Carribean Air Serice	2	---	---	---	---	---	2	---
Century Airlines	3	---	---	---	---	---	3	---
Consolidated Airways	3	---	---	---	3	---	---	---
DHL Cargo	5	---	---	---	---	4	1	---
Executive Air Fleet	10	---	---	10	---	---	---	---
Florida Airmotive	3	--	---	---	---	---	3	---
International Air Service	14	---	12	2	---	---	---	---
Interstate Airlines	12	---	9	---	3	---	---	---
Jet Charter Service Inc.	1	---	---	1	---	---	---	---
Jet Executive International	1	---	---	1	---	---	---	---
Key Airlines	1	---	---	---	---	---	1	---
Sierra Pacific Airlines	6	---	---	---	6	---	---	---
Skybird Aviation Inc.	1	---	---	---	1	---	---	---
Southern Flyer	2	---	---	---	---	---	2	---
Suburban Airlines Inc.	7	---	---	---	7	---	---	---
Trans Florida Airlines	2	---	---	---	---	---	2	---
Tropic Airlines	3	---	---	---	---	---	3	---
Viking International	5	---	---	---	5	---	---	---
Winstar Aviation	1	---	---	1	---	---	---	---

TABLE 5.14

AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS BY MANUFACTURER AND MODEL DECEMBER 1978 - 1982 (LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980	1981	1982
Total Aircraft	337	352	135	117	105
Fixed-Wing--Total	337	351	133	115	105
Turbojet--Total	96	52	29	22	36
4-Engine--Total	---	2	---	---	---
Boeing B720	---	1	---	---	---
Boeing B707	---	1	---	---	---
3-Engine--Total	9	---	---	16	21
Boeing B727	9	---	---	16	21
2-Engine--Total	87	50	29	6	15
Cessna C500	---	4	---	---	---
Canadair CL600	---	---	---	---	1
Dassault MD20	45	12	10	3	5
DeHavilland DH125	1	---	---	---	---
Douglas DC9	1	---	---	---	---
Grumman G1159	6	6	5	2	1
Hamburger/Flugzenbau HR320	6	4	---	---	---
Hawker Siddeley HS125	---	---	---	---	2
Israel Aircraft 1123	1	1	---	---	---
Israel Aircraft 1124	1	1	1	---	1
Learjet LR23	1	3	---	---	---
Learjet LR24	---	2	1	---	---
Learjet LR25	13	5	7	1	---
Learjer LR35	8	4	3	---	3
Learjet LR55	---	---	---	---	1
Rockwell Int'l NA265	4	2	2	---	1
Sud Aviation SE210	---	6	---	---	---
Turboprop--Total	58	140	37	32	34
4-Engine--Total	7	---	---	---	---
DeHavilland DHC7	1	---	---	---	---
Lockheed L188	6	---	---	---	---
2-Engine--Total	51	140	37	32	34
Beech B99	---	35	---	---	---
Beech B200	---	3	---	---	---
Beech STC18	---	---	---	---	1
Convair CV580	12	23	11	11	6
Convair CV600	4	9	2	3	2
Convair CV640	---	---	---	---	2
DeHavilland DH6	---	4	3	2	5
DeHavilland DH104	---	1	---	---	---
Fairchild FH27	---	3	---	---	---
Embracer EMB110	---	---	---	---	2
GAF Nomad N22	---	---	---	1	---
Grumman G159	7	14	6	3	4
Handley-Page HP137	---	5	5	5	6
Nihon YS11	---	6	5	2	---
Nord ND262	20	11	---	---	---
Short SD3/SD330	8	13	5	5	6
Swearingen SA226	---	13	---	---	---
Piston--Total	183	159	67	61	35
4-Engine--Total	5	6	4	5	4
Douglas DC4	2	---	1	1	---
Douglas DC6	2	3	3	4	4
DeHavilland DH114	---	3	---	---	---
2-Engine--Total	177	153	63	56	31
Beech BE18	---	---	1	5	---
Britten-Norman BN2	---	---	---	4	---
Cessna C402	---	1	---	1	1
Convair CV240	2	1	1	2	2
Convair CV340/440	22	15	12	11	1
Curtiss-Wright CW46	5	6	6	4	2
DeHavilland DH4	1	1	1	---	---
Douglas DC3	130	77	38	26	24
Martin M404	16	20	3	---	---
Piper PA23	---	3	---	---	---
Piper PA31	---	10	--	3	1
Piper 600AS	---	11	1	---	---
1-Engine--Total	1	---	---	---	---
Cessna C210	1	---	---	---	---
Rotary Wing--Total	---	1	2	2	---
Turbine--Total	---	1	2	2	---
Kawasaki KV107	---	1	2	---	- -
Sikorsky S76	---	---	---	2	---

TABLE 5.15

TOTAL AIRCRAFT IN OPERATION BY ALL CARGO AIR SERVICE OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total	Turbojet			Turboprop		Piston	
		4-Engine	3-Engine	2-Engine	4-Engine	2-Engine	4-Engine	2-Engine
Total	155	8	53	26	10	21	17	20
Aero Union Corp.	1	---	---	---	---	---	1	---
Airborn Express, Inc.	23	---	---	10	---	13	---	---
Air Express Int'l Airlines, Inc.	2	---	---	---	2	---	---	---
Bo-S-Aire Corporation	9	---	---	---	---	---	1	8
Combs Freight Air	7	---	---	---	---	---	---	7
Federal Express	58	---	42	16	---	---	---	---
Fleming Int'l Airways	12	1	3	---	8	---	---	---
General Aviation, Inc.	4	---	---	---	---	---	---	4
Northern Air Cargo	7	---	---	---	---	---	6	1
Pacific Alaska Airlines	5	---	---	---	---	3	2	---
Rosenbalm Aviation	7	7	---	---	---	---	---	---
Ryan Aviation, Inc.	8	---	8	---	---	---	---	---
Summit Airlines	5	---	---	---	---	5	---	---
Trans Continental Airlines	7	---	---	---	---	---	7	---

TABLE 5.16

AIRCRAFT IN OPERATION BY ALL CARGO AIR SERVICE OPERATORS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1982
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980	1981	1982
Total	93	146	152	155
Turbojet--Total	60	76	82	87
4-Engine	8	7	8	8
Douglas DC8	8	7	8	8
3-Engine	15	24	40	53
Boeing B727	15	21	36	49
Douglas DC10	---	3	4	4
2-Engine	37	45	34	26
Boeing B737	5	5	0	0
Dassault MD20	32	32	24	16
Douglas DC9	---	---	6	8
Sud Aviation SE210	---	5	2	2
Sud Aviation SN601	---	3	2	---
Turboprop--Total	14	24	29	31
4-Engine	9	9	10	10
Canadair CL44	---	1	2	2
Lockheed L188	9	8	8	8
2-Engine	5	15	19	21
Convair CV580	5	5	5	5
Fairchild F27	---	2	1	3
Nihon YS11	---	8	13	13
Piston--Total	19	46	41	37
4-Engine	3	20	17	17
Douglas DC4	3	3	2	2
Douglas DC6	---	17	15	15
2-Engine	16	26	24	20
Beech BE18	---	2	2	3
Cessna C500	---	5	---	---
Convair C240	---	---	3	3
Convair CV440	7	8	9	8
Curtiss Wright C46	---	3	3	---
Douglas DC3	9	6	5	5
Fairchild C82	---	2	2	1

TABLE 5.17

AIRCRAFT IN OPERATION BY AIR TRAVEL CLUBS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1982

Name of Carrier	Total Aircraft	Turbojet		Turboprop
		4-Engine	3-Engine	4-Engine
Total	3	1	1	1
Emerald Shillelagh Chowder and Marching Society, Inc.	1	---	---	1
Nomads	2	1	1	---

TABLE 5.18

AIRCRAFT IN OPERATION BY TRAVEL CLUBS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1982
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980	1981	1982
Total	15	12	11	3
Turbojet--Total	12	9	10	2
4-Engine	6	4	9	1
Boeing B707	---	2	4	---
Boeing B720	4	2	1	---
Convair CV30	6	5	4	1
Douglas DC8	2	---	---	---
3-Engine	---	---	1	1
Boeing B727	---	---	1	1
Turboprop--Total	3	3	1	1
4-Engine	3	3	1	1
Lockheed L188	3	3	1	1

VI. U.S. CIVIL AIR CARRIER FLEET OPERATING DATA

The air carrier data contained in this chapter were obtained from the following sources published by the Bureau of Accounts and Statistics at the Civil Aeronautics Board:

Financial Data--Air Carrier Financial Statistics, published quarterly.

Traffic Data--Air Carrier Traffic Statistics, published monthly.

Beginning with the January 1981 issue of the CAB publication "Air Carrier Traffic Statistics" new carrier groupings have been established. The changing nature of airline operations under deregulation necessitated a revaluation and restructuring of air carrier groupings for statistical and financial data aggregation and analysis. The CAB sanctioned the elimination of the pre-deregulation or historical carrier groupings and adopted newly defined groupings based on size, as measured by total operating revenue as listed below.

Carrier Groups	Carriers with Annual Operating Revenues of:
Majors	$1,000,000,000+
Nationals	$75,000,000 - $1,000,000,000
Large Regionals	$10,000,000 - $74,999,999
Medium Reguionals	0 - $9,999,999 (or that operate only small aircraft with 60 seats or less, or 18,000 pounds maximum payload or less)

The data herein are classified in two broad operational categories: namely "domestic" and "international". Beginning January 1, 1981, "domestic" encompasses operations within and between the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the Virgin Islands. It also encompasses Canadian transborder operations and for certain carriers, Mexican transborder operations. All other operations are considered "international". For periods prior to January 1, 1981, the data are classified in this same

manner, except statistics for Puerto Rico and Virgin Islands operations are included in the international category rather than the domestic.

All changes are stated on a percentage basis, including those relating to load factors. Changes in the magnitude of 1,000 or more are shown as 999.9*. Changes relating to computed items (averages, load factors, etc.) are calculated from computations refined to more decimal places than are shown in this report.

TABLE 6.1

TRAFFIC DATA, ALL SERVICES (SCHEDULED AND NONSCHEDULED)
OF THE CERTIFICATED ROUTE AIR CARRIERS
1981 and 1982

Traffic Category	Total All Services		Total Domestic Service		Total International	
	1981(R)	1982(P)	1981(R)	1982(P)	1981(R)	1982(P)
Revenue Passenger Miles Flown (000)	260,063,078	271,404,025	201,434,527	212,960,981	58,628,551	58,443,044
Available Seat Miles (000)	438,778,196	454,132,037	349,824,468	363,027,139	88,953,728	91,104,898
Revenue Passenger Enplanements (000)	290,450	298,381	267,292	275,833	23,158	22,548
Revenue Ton Miles Flown (000)*	33,923,495	34,904,293	24,801,224	25,754,786	9,122,094	9,149,507
Passenger	26,006,303	27,140,470	20,143,441	21,296,112	5,862,862	5,844,358
Freight	6,475,274	6,302,881	3,593,503	3,399,053	2,881,594	2,903,828
Express	67,974	57,964	66,326	55,994	1,648	1,970
U.S. Mail	1,348,030	1,373,794	995,326	1,000,978	352,704	372,816
Foreign Mail	25,911	29,187	2,624	2,649	23,287	26,538
Revenue Aircraft Miles Flown (000)	2,703,219	2,685,930	2,442,294	2,429,268	356,270	358,484

* Details may not add to total due to rounding.
(P) Preliminary
(R) Revised

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.2

REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN,
AND AVERAGE SPEED IN ALL DOMESTIC SERVICES
OF THE CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982

Year	Revenue Aircraft Departures*	Revenue Aircraft Miles Flown (000)	Revenue Aircraft Hours Flown	Average Airborne Speed (Miles Per Hour)
1973	4,820,409	2,097,883	5,183,453	405
1974	4,449,633	1,938,041	4,820,918	402
1975	4,456,146	1,947,660	4,826,355	404
1976	4,598,152	2,051,614	5,047,504	406
1977	4,798,591	2,161,952	5,296,101	408
1978	4,874,565	2,249,102	5,449,292	413
1979	5,232,381	2,471,401	6,090,313	406
1980	5,222,879	2,523,375	6,247,795	404
1981(R)	5,099,380	2,442,294	6,080,401	402
1982(P)	4,814,045	2,429,268	5,922,234	410

* Revenue Aircraft Departures figures prior to 1977 do not include nonscheduled services.
(R) Revised.
(P) Preliminary.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.3

REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN,
AND AVERAGE SPEED IN ALL INTERNATIONAL SERVICES
OF THE CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982

Year	Revenue Aircraft Departures*	Revenue Aircraft Miles Flown (000)	Revenue Aircraft Hours Flown	Average Airborne Speed (Miles Per Hour)
1973	314,168	457,840	947,824	483
1974	276,468	412,830	856,782	482
1975	248,564	377,033	781,003	483
1976	236,067	368,070	762,131	484
1977	323,205	363,088	745,575	487
1978	301,802	359,260	735,334	489
1979	253,821	387,737	788,598	492
1980	256,415	400,791	819,518	489
1981(R)	229,661	356,270	729,827	488
1982(P)	228,222	358,484	764,927	469

* Revenue Aircraft Departures figures prior to 1977 do not include nonscheduled services.
(R) Revised.
(P) Preliminary.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.4

TOTAL TON-MILES AVAILABLE IN ALL SERVICES OF THE
UNITED STATES AIR CARRIERS: 1973 - 1982
(Thousands of Ton-Miles)

Year	Certificated Route Air Carriers				
	Total Available Ton-Miles*	Total*	Domestic Services	Inter-national Services	Supplemental Air Carriers
1973	53,966,736	51,443,758	37,371,558	14,072,200	2,522,978
1974	51,153,441	48,941,526	35,565,908	13,375,618	2,211,915
1975	51,215,945	49,288,695	36,511,214	12,777,481	1,927,250
1976	53,521,569	51,708,842	38,819,097	12,889,745	1,812,727
1977	56,775,493	54,789,077	41,412,289	13,376,788	1,986,416
1978	58,907,436	56,869,894	43,557,208	13,312,686	2,037,542
1979	64,359,580	62,545,477	47,339,854	15,205,593	1,814,103
1980	66,136,708	66,162,896	49,396,481	16,763,237	1,746,505
*1981(R)	**	64,244,767	48,669,968	15,574,092	**
*1982(P)	**	65,447,413	49,566,828	15,880,585	**

* Categories may not add to total due to rounding.
** Data no longer available.
(P) Preliminary.
(R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.5

REVENUE TON-MILES FLOWN IN ALL SERVICES BY
CERTIFICATED ROUTE AIR CARRIERS
OF THE UNITED STATES: 1973-1982
(Thousands of Tons)

Year	Certificated Route Air Carriers		
	Total*	Domestic Operations	International Operations
1973	23,927,657	16,707,015	7,220,642
1974	23,900,208	16,999,202	6,901,006
1975	25,533,743	17,069,474	6,464,269
1976	25,709,152	18,801,891	6,907,261
1977	27,582,374	20,268,464	7,313,910
1978	31,095,184	23,151,995	7,943,189
1979	34,550,392	25,676,130	8,874,792
1980	34,655,519	24,964,909	9,689,068
1981(R)	33,923,495	24,801,224	9,122,094
1982(P)	34,904,293	25,754,786	9,149,507

* Categories may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.6

PASSENGER OPERATIONS IN SCHEDULED DOMESTIC SERVICE
OF CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982

Year	Revenue Passenger Enplanements (000)	Revenue Passenger Miles (000)	Available Seat-Miles (000)	Revenue Passenger Load Factor*	Average On-Line Passenger Trip Length (Miles)	Average Passenger Revenue Per Passenger Miles (Cents)
1973	183,272	126,317,334	244,699,119	51.6	689	6.63
1974	189,733	129,732,395	233,880,101	55.5	684	7.52
1975	188,746	131,728,492	241,282,125	54.6	698	7.69
1976	206,279	143,271,283	261,247,796	54.8	704	8.16
1977	222,283	156,609,249	280,618,915	55.8	704	8.61
1978	253,957	182,669,238	299,541,841	61.0	719	8.49
1979	292,700	208,890,884	332,796,130	62.8	714	8.93
1980	275,182	204,367,599	350,716,595	58.0	736	8.85
1981(R)	267,292	201,434,527	349,824,468	57.6	749	12.66
1982(P)	275,833	212,960,981	363,027,139	58.7	767	11.95

* Percent revenue passenger-miles of available seat-miles.
(P) Preliminary.
(R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.7

PASSENGER OPERATIONS IN SCHEDULED INTERNATIONAL SERVICE
OF THE CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982

Year	Revenue Passenger Enplanements (000)	Revenue Passenger Miles (000)	Available Seat-Miles (000)	Revenue Passenger Load Factor (Percent)*	Average On-Line Passenger Trip Length (Miles)	Average Passenger Revenue Per Passenger Miles (Cents)
1973	18,936	35,639,973	65,897,988	54.1	1,882	5.32
1974	17,725	33,186,199	63,125,961	52.6	1,872	6.39
1975	16,316	31,081,668	61,724,118	50.4	1,905	7.17
1976	17,039	33,716,743	61,573,853	54.8	1,979	7.15
1977	18,043	36,609,570	64,946,986	56.4	2,029	7.61
1978	20,759	44,111,944	69,208,878	63.7	2,125	7.49
1979	24,163	53,132,491	83,330,299	63.8	2,199	7.66
1980	26,514	63,354,387	97,761,972	62.8	2,258	13.26
1981(R)	23,158	58,628,551	88,953,728	65.9	2,427	8.4
1982(P)	22,548	58,443,044	91,104,898	64.2	2,507	8.5

* Percent revenue passenger-miles of available seat-miles.
(P) Preliminary.
(R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.8

REVENUE AIRCRAFT-MILES FLOWN IN ALL SERVICES
OF CERTIFICATED ROUTE AIR CARRIERS: 1973-1982
(Thousands of Tons)

Year	Total*	Domestic Operations	International Operations
1973	2,448,113	2,057,745	390,369
1974	2,258,188	1,900,584	357,604
1975	2,240,506	1,909,486	331,020
1976	2,319,967	2,001,357	318,610
1977	2,418,645	2,103,798	314,847
1978	2,608,362	2,249,102	359,260
1979	2,859,138	2,471,401	387,737
1980	2,924,234	2,523,375	400,791
1981(R)	2,703,219	2,442,294	356,270
1982(P)	2,685,930	2,429,268	358,484

* Details may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.9

U.S. SUPPLEMENTAL AIR CARRIER OPERATIONS: 1978 - 1982

Item	1978	1979*	1980	1981	1982
Revenue Aircraft Miles (000)	69,946	63,088	56,783		
Commercial	46,355	42,721	33,022		
Military	23,591	20,367	23,761		
Revenue Passenger Originations (000)	2,951	2,591	1,718		
Revenue Passenger Miles (000)	9,999,037	8,956,918	7,235,410		
Commercial	8,297,453	6,912,819	4,878,393	DATA	DATA
Military	1,701,584	2,044,099	2,357,017		
Available Seat-Miles (000)	11,347,569	10,363,568	9,834,132		
Revenue cargo ton-miles (000)	372,650	332,119	341,425	NO	NO
Commercial	163,516	184,161	155,728		
Military	209,134	147,958	185,643		
Available ton-miles	2,037,542	1,814,103	1,746,505		
Operating revenue ($000)	529,654	561,913	787,765	LONGER	LONGER
Transport	506,388	538,271	770,692		
Contract and charter					
Commercial	380,155	366,378	376,502		
Military	123,437	135,934	225,491		
Other	2,796	35,959	140,113	AVAILABLE	AVAILABLE
Other than transport	23,262	23,639	17,070		
Operating expenses ($000)	512,465	559,735	779,145		
Operating profit or loss ($000)	17,195	2,175	8,619		
Number of operators	8	7	14		

* Scheduled operations began May 1, 1979.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.10

OPERATING REVENUE OF DOMESTIC PASSENGER/CARGO OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982
(Thousands of Dollars)

Year	Total Operating Revenues*		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1973	9,604,652	100.0	8,379,396	87.3	257,745	2.7	615,099	6.4	14,289	0.1	338,124	3.5
1974	11,448,289	100.0	9,757,503	85.2	259,419	2.3	672,957	5.9	16,581	0.1	741,829	6.5
1975	11,910,894	100.0	10,113,091	84.9	185,336	1.6	696,135	5.8	18,863	0.2	897,469	7.5
1976	13,789,178	100.0	11,855,266	86.0	214,125	1.6	830,051	6.0	22,014	0.2	867,722	6.3
1977	15,690,236	100.0	13,489,111	86.0	277,518	1.7	960,857	6.1	20,913	0.1	941,837	6.1
1978	17,943,472	100.0	15,508,727	86.4	266,826	1.3	1,093,767	6.1	22,900	0.1	1,051,252	5.8
1979	21,336,853	100.0	18,719,830	87.7	328,542	1.5	1,161,845	5.4	27,681	0.1	1,098,939	5.2
1980	26,012,346	100.0	23,068,236	88.7	438,236	1.7	1,204,460	4.6	32,134	0.1	1,264,810	4.9
1981	**	**	**	**	**	**	**	**	**	**	**	**
1982	**	**	**	**	**	**	**	**	**	**	**	**

* Details may not add to total due to rounding.
** Not available due to new reporting procedures by Civil Aeronautics Board. See Table 6.14 for new data and see explanation in introduction of chapter.

TABLE 6.11

OPERATING EXPENSES OF DOMESTIC PASSENGER/CARGO OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS: 1973 - 1982
(Thousands of Dollars)

Year	Total Operating Expenses*		Aircraft Operating Expenses						Ground and Indirect Expense		Net Operating Income or Loss Amount
			Flight Operations		Maintenance Flight Equipment		Depreciation and Amortization Flight Equipment and Other				
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1973	9,116,173	100.0	2,605,723	28.6	1,397,007	15.3	834,607	9.2	4,278,836	46.9	488,479
1974	10,648,991	100.0	3,297,164	31.0	1,499,920	14.1	865,229	8.1	4,986,680	46.8	799,289
1975	11,781,406	100.0	3,869,405	32.8	1,595,358	13.6	882,569	7.5	5,434,073	46.1	129,488
1976	13,231,448	100.0	4,401,280	33.3	1,802,164	13.6	920,144	7.0	6,089,859	46.1	575,730
1977	15,036,431	100.0	5,229,115	34.8	1,986,460	13.2	959,707	6.4	6,861,149	45.6	653,805
1978	16,948,581	100.0	5,577,201	32.9	2,125,080	12.5	1,213,125	7.2	8,033,173	47.4	994,891
1979	21,213,615	100.0	7,867,090	37.1	2,421,163	11.4	1,351,777	6.4	9,573,453	45.1	123,238
1980	26,014,012	100.0	10,847,647	41.7	2,707,935	10.4	1,529,674	5.9	10,922,199	42.0	-1,666
1981	**	**	**	**	**	**	**	**	**	**	**
1982	**	**	**	**	**	**	**	**	**	**	**

* Details may not add to total due to rounding.
** Not available due to new reporting procedures by Civil Aeronautics Board. See Table 6.15 for new data and see explanation in introduction of chapter.

TABLE 6.12

OPERATING REVENUE OF INTERNATIONAL/TERRITORIAL PASSENGER/CARGO OPERATORS, CERTIFICATED ROUTE AIR CARRIERS: 1973 - 1982
(Thousands of Dollars)

Year	Total Operating Revenues*		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1973	2,526,878	100.0	1,894,914	75.0	71,366	2.8	268,055	10.6	15,231	0.6	277,314	11.0
1974	2,921,607	100.0	2,121,651	72.6	83,595	2.9	335,704	11.5	20,965	0.7	359,693	12.3
1975	3,063,399	100.0	2,230,081	72 9	89,793	2.9	355,805	11.6	25,476	0.8	362,245	11.8
1976	3,316,136	100.0	2,410,987	72.	77,620	2.3	382,053	11.5	27,259	0.8	418,217	12.6
1977	3,774,262	100.0	2,785,706	73.8	79,582	2.1	425,296	11.3	20,797	0.6	462,882	12.3
1978	4,331,776	100.0	3,304,992	76.3	82,457	1.9	444,087	10.3	20,020	0.5	480,221	11.1
1979	5,191,458	100.0	4,071,327	78.4	96,251	1.8	529,840	10.2	22,743	0.4	471,297	9.1
1980	6,364,238	100.0	4,798,800	75.4	138,821	2.2	590,894	9.3	24,825	0.4	810,899	12.7
1981	**	**	**	**	**	**	**	**	**	**	**	**
1982	**	**	**	**	**	**	**	**	**	**	**	**

* Details may not add to total due to rounding.
** Not available due to new reporting procedures by the Civil Aeronautics Board. See Table 6.16 for new data and see explanation in introduction of chapter.

TABLE 6.13

OPERATING EXPENSES OF INTERNATIONAL/TERRITORIAL PASSENGER/CARGO OPERATORS, CERTIFICATED ROUTE AIR CARRIERS 1973 - 1982
(Thousands of Dollars)

Year	Total Operating Expenses*		Aircraft Operating Expenses						Ground and Indirect Expense		Net Operating Income or Loss Amount
			Flight Operations		Maintenance Flight Equipment		Depreciation and Amortization Flight Equipment and Other				
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1973	2,458,971	100.0	680,521	27.6	316,597	12.9	213,772	8.8	1,248,081	50.7	67,907
1974	2,994,713	100.0	1,037,441	34.6	356,187	12.0	213,966	7.1	1,387,119	46.3	-73,104
1975	3,059,348	100.0	1,050,250	34.3	363,869	11.9	212,456	7.0	1,432,774	46.8	4,051
1976	3,182,236	100.0	1,089,387	34.2	368,190	11.6	192,879	6.1	1,531,780	48.1	133,900
1977	3,552,189	100.0	1,170,021	32.9	414,486	11.7	238,009	6.7	1,729,672	48.7	222,072
1978	4,007,653	100.0	1,210,641	30.2	457,787	11.4	303,424	7.6	2,035,801	50.8	324,124
1979	5,105,027	100.0	1,795,279	35.2	520,805	10.2	327,028	6.4	2,461,915	48.2	86,384
1980	6,521,824	100.0	2,668,042	41.0	598,375	9.2	375,104	5.8	2,880,303	44.2	-157,585
1981	**	**	**	**	**	**	**	**	**	**	**
1982	**	**	**	**	**	**	**	**	**	**	**

* Details may not add to total due to rounding.
** No longer available due to new reporting procedures by the Civil Aeronautics Board, See Table 6.17 for new data and see explanation in introduction of chapter.

TABLE 6.14

OPERATING REVENUE OF DOMESTIC OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982
(Thousands of Dollars)

Year	Total Operating Revenues*		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1973	9,694,007	100.0	8,379,396	86.4	262,626	2.7	693,610	7.2	14,289	0.1	344,086	3.6
1974	11,545,790	100.0	9,757,503	84.5	263,614	2.3	759,036	6.6	16,581	0.1	749,056	6.5
1975	12,020,059	100.0	10,123,503	84.2	252,750	2.1	781,638	6.5	18,869	0.2	843,298	7.0
1976	13,898,501	100.0	11,855,266	85.3	294,175	2.1	932,958	6.7	22,014	0.2	794,610	5.7
1977	15,822,428	100.0	13,489,111	85.3	355,117	2.2	1,085,888	6.9	20,913	0.1	871,129	5.5
1978	18,189,473	100.0	15,508,727	85.3	335,525	1.8	1,326,842	7.3	22,900	0.1	995,474	5.5
1979	21,652,405	100.0	18,719,830	86.5	415,737	1.9	1,455,828	6.7	27,681	0.1	1,033,313	4.8
1980	26,403,576	100.0	23,081,487	87.4	529,572	2.0	1,552,836	5.9	32,168	0.1	1,207,184	4.6
1981R	28,787,566	100.0	25,504,233	88.6	590,746	2.1	1,659,182	5.8	36,101	0.1	997,305	3.4
1982P	28,729,938	100.0	25,441,820	88.6	571,448	2.0	1,504,048	5.2	42,045	0.1	1,170,576	4.0

* Details may not add to total due to rounding.
P Preliminary.
R Revised.

TABLE 6.15

OPERATING EXPENSES OF DOMESTIC OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982
(Thousands of Dollars)

Year	Total Operating Expenses*		Aircraft Operating Expenses						Ground and Indirect Expense		Net Operating Income or Loss Amount
			Flight Operations		Maintenance Flight Equipment		Depreciation and Amortization Flight Equipment and Other				
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1973	9,200,212	100.0	2,638,061	28.7	1,407,618	15.3	839,218	9.1	4,315,314	46.9	493,795
1974	10,760,565	100.0	3,345,010	31.1	1,513,858	14.1	871,478	8.1	5,030,221	46.7	785,226
1975	11,902,956	100.0	3,919,059	32.9	1,610,751	13.5	891,217	7.5	5,481,929	46.1	117,103
1976	13,323,961	100.0	4,448,117	33.4	1,815,748	13.6	927,031	7.0	6,133,066	46.0	574,541
1977	15,165,899	100.0	5,287,884	34.9	2,001,329	13.2	966,846	6.4	6,909,839	45.5	656,529
1978	17,171,530	100.0	5,669,021	33.0	2,154,909	12.5	1,230,885	7.2	8,116,715	47.3	1,017,943
1979	21,522,972	100.0	7,998,440	37.2	2,457,497	11.4	1,372,944	6.4	9,693,961	45.0	129,433
1980	26,409,238	100.0	11,029,423	41.8	2,757,663	10.4	1,560,312	5.9	11,061,841	41.9	-5,662
1981R	29,051,130	100.0	12,036,704	41.4	2,821,933	9.7	1,723,406	5.9	12,469,087	42.9	-263,564
1982P	29,466,097	100.0	11,528,705	39.1	2,710,615	9.2	1,876,455	6.4	13,350,322	45.3	-736,159

* Details may not add to total due to rounding.
P Preliminary.
R Revised.

TABLE 6.16

OPERATING REVENUE OF INTERNATIONAL OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982
(Thousands of Dollars)

Year	Total Operating Revenues*		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1973	2,724,771	100.0	1,894,914	69.5	101,350	3.7	381,024	14.0	15,231	0.6	332,250	12.2
1974	3,157,431	100.0	2,121,651	67.2	109,396	3.4	488,698	15.5	20,965	0.7	416,722	13.2
1975	3,336,267	100.0	2,230,081	66.9	114,449	3.4	528,168	15.8	25,476	0.8	438,092	13.1
1976	3,604,687	100.0	2,410,987	66.9	103,981	2.9	564,257	15.7	27,259	0.7	498,204	13.8
1977	4,103,943	100.0	2,785,706	67.9	103,430	2.5	632,657	15.4	20,797	0.5	561,355	13.7
1978	4,702,663	100.0	3,305,236	70.3	107,903	2.3	660,040	14.0	20,020	0.4	610,168	13.0
1979	5,574,590	100.0	4,071,862	73.0	119,948	2.2	755,492	13.6	22,743	0.4	604,546	10.8
1980	6,543,033	100.0	4,777,026	73.0	163,204	2.5	875,682	13.4	24,749	0.4	702,372	10.7
1981R	6,390,140	100.0	4,916,469	77.0	165,467	2.6	984,474	15.4	24,654	0.4	299,075	4.7
1982P	6,434,984	100.0	4,959,397	77.1	177,304	2.8	989,571	15.4	25,358	0.4	283,353	4.4

* Details may not add to total due to rounding.
P Preliminary.
R Revised.

TABLE 6.17

OPERATING EXPENSES OF INTERNATIONAL OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982
(Thousands of Dollars)

Year	Total Operating Expenses*		Aircraft Operating Expenses						Ground and Indirect Expense		Net Operating Income or Loss
			Flight Operations		Maintenance Flight Equipment		Depreciation and Amortization Flight Equipment and Other				
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount
1973	2,633,299	100.0	751,582	28.5	338,089	12.8	225,223	8.6	1,318,405	50.1	67,907
1974	3,217,769	100.0	1,135,887	35.3	381,349	11.9	229,977	7.1	1,470,557	45.7	-60,338
1975	3,325,667	100.0	1,175,245	35.3	392,334	11.8	225,436	6.8	1,532,652	46.1	10,599
1976	3,457,412	100.0	1,215,273	35.2	398,914	11.5	205,169	5.9	1,638,057	47.4	147,275
1977	3,852,413	100.0	1,303,202	33.8	449,868	11.7	253,164	6.6	1,846,180	47.9	251,530
1978	4,355,044	100.0	1,351,126	31.0	498,483	11.5	323,352	7.4	2,182,082	50.1	347,620
1979	5,505,332	100.0	1,960,372	35.6	571,215	10.4	351,700	6.4	2,662,043	47.6	69,258
1980	6,765,623	100.0	2,775,331	41.0	615,982	9.1	385,396	5.7	2,988,914	44.2	-222,590
1981R	6,574,441	100.0	2,756,877	42.0	539,605	8.2	382,367	5.9	2,895,591	44.0	-184,300
1982P	6,453,502	100.0	2,595,710	40.2	508,048	7.9	394,965	6.1	2,954,779	45.8	-18,518

* Details may not add to total due to rounding.
P Preliminary.
R Revised.

VII. AIRMEN

Statistics pertaining to airmen, both pilot and nonpilot, were obtained from the official airmen certification records maintained by the Airmen Certification and Medical Certification Branches of the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma. Active pilots are those pilots who hold a pilot certificate and a valid medical certificate--one that was issued within the last 25 months.

TABLE 7.1

ESTIMATED ACTIVE PILOT CERTIFICATES HELD: DECEMBER 31, 1973-1982

Category	1973[3]	1974	1975	1976	1977	1978	1979	1980	1981	1982
Pilot--Total	714,607	733,728	728,187	744,246	783,932R	798,833	814,667	827,071	764,182	733,255
Student	181,905	180,795	176,978	188,801	203,510R	204,874	210,180	199,833	179,912	156,361
Private	298,921	305,848	305,863	309,005	327,424	337,644	343,276	357,479	328,562	322,094
Commercial	182,444	192,425	189,342	187,801	188,763	185,833	182,097	183,442	168,580	165,093
Airline Transport	38,139	41,002	42,592	45,072	50,149	55,881	63,652	69,569	70,311	73,471
Helicopter (only)	5,968	5,647	4,932	4,804	4,819	4,874	5,218	6,030	6,453	7,034
Glider (only)[1]*	4,288	4,824	5,348	5,789	6,208	6,541	6,796	7,039	7,388	7,842
Lighter-than-air[1]*	2,942	3,187	3,132	2,974	3,059	3,186	3,448	3,679	2,976	1,360
Nonpilot--Total	304,747	314,394	323,934	334,681	348,584	362,350	377,213	393,486	398,368	420,595
Mechanic[1]	193,337	198,863	205,436	212,303	220,768	228,743	237,611	250,157	262,705	277,436
Parachute Rigger[1]	6,941	7,900	8,327	8,718	8,994	9,200	9,381	9,547	9,716	9,893
Ground Instructor[1]	46,827	49,249	51,365	53,464	55,717	57,738	59,680	61,550	63,246	65,004
Dispatcher[1]	5,527	5,576	5,741	5,838	5,972	6,161	6,446	6,799	7,094	7,580
Control Tower Operator	23,250	23,342	23,956	24,584	25,107	25,388	25,232	25,130	15,528[4]	20,934
Flight Navigator	2,636	2,509	2,321	2,214	2,155	2,092	1,994	1,936	1,785	1,695
Flight Engineer	26,229	26,955	26,788	27,560	29,871	33,028	36,869	38,367	38,294	38,053
Flight Instructor Certificates**	36,795	42,418	44,777	46,236	49,362	52,201	54,398	60,440	56,523	62,492
Instrument Ratings[2]**	185,969	199,323	203,954	211,364	226,334	236,312	247,096	260,461	252,535	255,073

* Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who
1 received a medical examination.
2 Numbers represent all certificates on record. No medical examination required.
3 Special ratings shown on pilot certificates, i.e., do not indicate additional certificates.
The decrease in the number of airmen resulted from a purging of the airmen certification files. During this process, approximately
4 26,000 duplicates or faulty records were eliminated.
Does not include approximately 15,000 air traffic controllers. Their medical certificates are no longer processed by the Civil Aeromedical Institute (CAMI). They are being processed by a separate system, and will be included in future counts.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

R - Revised

** "Flight Instructor Certificates" and "Instrument Ratings" totals ARE NOT included in the "Nonpilot--Total".

TABLE 7.2

ESTIMATED ACTIVE WOMEN PILOT CERTIFICATES HELD: DECEMBER 1973-1982

Category of Certificates Held	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Pilot--Total	34,356	36,943	37,934	41,643	47,294	49,874	51,733	52,902	47,721	45,305
Student	18,593	19,298	19,600	22,254	25,705	26,354	26,714	26,006	22,591	19,958
Private	13,232	14,465	14,952	15,838	17,702	19,267	20,275	21,554	19,602	19,388
Commercial	2,083	2,596	2,733	2,857	3,090	3,306	3,618	3,993	4,101	4,257
Airline Transport	95	116	137	160	193	270	361	480	584	749
Helicopter (only)	7	5	11	17	18	17	27	55	87	113
Glider (only)[1]*	216	271	301	352	391	433	461	496	540	574
Lighter-than-air[1]*	130	192	200	165	195	227	277	318	216	266
Nonpilot--Total	3,074	3,471	3,809	4,252	4,716	5,135	5,600	6,111	6,348	7,115
Mechanic[1]	284	315	360	422	505	600	695	890	1,051	1,298
Parahute Rigger[1]	336	495	504	516	535	544	553	562	580	593
Ground Instructor[1]	1,960	2,139	2,249	2,369	2,525	2,682	2,852	3,015	3,213	3,391
Dispatcher[1]	39	42	50	55	65	76	105	141	167	199
Control Tower Operator	453	473	638	874	1,044	1,151	1,250	1,332	1,147	1,418
Flight Engineer	2	7	8	16	42	82	145	171	189	215
Flight Navigator	0	0	0	0	0	0	0	0	1	1
Flight Instructor	618	834	945	1,054	1,238	1,458	1,699	2,079	2,165	2,532

* Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examniation.

** "Flight Instructor" totals ARE NOT included in "Nonpilot--Total".

[1] No medical examination required. Number represents all certificates on record.

NOTE: Instrument ratings not reported.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

TABLE 7.3

PILOT CERTIFICATES ISSUED, BY CATEGORY: CALENDAR YEARS 1978-1982

Category of Certificates	1978		1979		1980		1981		1982	
	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings
Pilot--total	216,107(R)	39,959	214,567	41,331	175,235	38,791	184,292	33,532	159,288	36,669
Student[1]	137,032(R)	0	135,956	0	102,301	0	117,962	0	86,371	0
Private	58,064	16,048	54,466	16,466	50,458	16,035	45,713	14,897	52,144	16,276
Commercial	11,789	17,501	12,627	17,793	12,452	16,015	10,657	12,146	11,048	11,910
Airline Transport	6,912	5,921	8,981	6,603	7,116	6,289	4,763	5,991	5,037	7,956
Helicopter (only)	1,122	287	1,300	283	1,721	272	1,985	302	2,256	330
Glider (only)	759	188	642	157	583	151	629	164	793	184
Lighter-than-air	429	14	595	29	604	29	2,583	32	1,639[3]	43[3]
Non-pilot--total	16,418	6,679	17,895	7,129	17,280	7,275	18,498	7,263	21,016	8,655
Mechanic	8,791	3,269	9,697	3,812	11,640	4,254	13,673	4,790	15,622	5,636
Parachute rigger	235	50	201	45	185	50	232	17	215	31
Ground instructor	2,193	574	2,081	513	1,981	570	1,861	384	1,882	383
Dispatcher	193	0	292	0	351	0	302	1	499	1
Control tower operator	1,391	2,540	1,109	2,483	1,179	2,286	1,186	1,897	1,550	2,388
Flight navigator	8	1	2	0	9	0	8	0	3	0
Flight engineer	3,607	245	4,513	276	1,935	115	1,236	174	1,245	216
Flight instructor certificates[2]	5,930	5,375	6,716	6,072	7,188	6,953	6,461	8,767	6,228	10,397
Instrument ratings*	0	16,265	0	16,651	0	16,123	0	14,219	0	14,517

* Special ratings shown on pilot certificates represented above; not to be added to total.
1 Data represents the number processed each year.
2 Not included in total.
3 Six month total.
(R) Revised.

NOTE: Additional ratings are entered on current airman certificates as follows:
Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.
Helicopter pilot--instrument and type ratings.
Flight instructor--ratings for each aircraft category in which the holder is qualified, and for instrument flying instruction.
Mechanic--airframe and powerplant ratings.
Parachute rigger--senior or master rigger ratings.
Ground instructor--ratings for each subject in which the holder is qualified to give instruction.
Air traffic control tower operator--junior/senior ratings for airport where holder may control air traffic.

TABLE 7.4

INSTRUMENT RATINGS ISSUED: 1982, 1981, 1978

Class of Certificates	1982	1981	1978	Percent Change 1982-1981
Total--All Groups	14,517	14,219	16,899	2
Private Pilots - Total	9,646	9,568	9,690	1
Private Airplane (only)	8,902	8,889	9,032	(*)
Private Airplane, Private Glider	100	115	127	-13
Private Airplane, Commercial Glider	6	8	6	-25
Private Airplane, Private Helicopter	18	16	27	13
Private Airplane, Commercial Helicopter	217	216	225	1
Private Airplane, Private Glider, Private Helicopter	1	0	1	---
Private Airplane, Other	402	324	272	24
Commercial Pilots - Total	3,493	3,471	6,575	1
Commercial Airplane (only)	2,751	2,768	5,588	-1
Commercial Airplane, Private Glider	29	31	85	-6
Commercial Airplane, Commercial Glider	44	50	82	-12
Commercial Airplane, Private Helicopter	1	2	6	-50
Commercial Airplane, Commercial Helicopter	646	604	796	7
Commercial Airplane, Private Glider, Commercial Helicopter	10	4	1	150
Commercial Airplane, Commercial Glider, Commercial Helicopter	11	11	13	---
Commercial Airplane, Other	1	1	4	---
Rotorcraft Pilots - Total	1,378	1,180	634	17
Commercial Helicopter	1,365	1,160	620	18
Commercial Helicopter, Airline Transport Helicopter	13	20	11	-35
Commercial Helicopter, Private Glider	0	0	1	---
Commercial Helicopter, Commercial Glider	0	0	1	---
Commercial Helicopter, Other	0	0	1	---

(*) Less than 0.5 percent.

TABLE 7.5

ESTIMATED INSTRUMENT RATINGS HELD, BY CLASS OF CERTIFICATES: DECEMBER 31, 1982 AND 1981

Class of Certificates	1982	1981	Percent Change 1982-1981
Total--All Groups	255,073	252,535	1
Private Pilots - Total	40,803	39,862	2
Private Airplane (only)	37,865	37,091	2
Private Airplane, Private Glider	880	853	3
Private Airplane, Commercial Glider	84	75	12
Private Airplane, Private Helicopter	247	229	8
Private Airplane, Private Glider, Private Helicopter	15	15	---
Private Airplane, Commercial Helicopter	1,688	1,576	7
Private Airplane, Private Gyroplane	4	3	33
Private Airplane, Private Glider, Commercial Helicopter	9	12	-25
Private Airplane, Commercial Glider, Commercial Helicopter	10	7	42
Private Airplane, Other	1	1	---
Commercial Pilots - Total	135,984	138,023	-1
Commercial Airplane (only)	115,441	117,334	-2
Commercial Airplane, Private Glider	1,806	1,817	-1
Commercial Airplane, Commercial Glider	3,304	3,259	1
Commercial Airplane, Private Helicopter	171	160	7
Commercial Airplane, Commercial Helicopter	14,533	14,729	-1
Commercial Airplane, Private Glider, Commercial Helicopter	133	136	-2
Commercial Airplane, Commercial Glider, Commercial Helicopter	537	525	2
Commercial Airplane, Commercial Gyroplane	16	20	-20
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	18	18	---
Commercial Airplane, Commercial Gyroplane Commercial Glider	2	2	---
Commercial Airplane, Commercial Glider, Private Helicopter	14	11	27
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	9	12	-25
Airline Transport Pilots - Total	73,471	70,311	4
Airline Transport Airplane	72,393	69,377	4
Airline Transport Airplane, Airline Transport Helicopter	1,078	934	15
Rotorcraft Pilots - Total	4,815	4,339	11
Commercial Helicopter	4,756	4,286	11
Airline Transport Helicopter	45	36	25
Rotorcraft Other	14	17	-18

Estimated: 1981 is based on a 25-month criteria.

TABLE 7.6

ESTIMATED ACTIVE HELICOPTER PILOTS,
BY CLASS OF CERTIFICATES
DECEMBER 31, 1982

Class of Certificates	Number of Certificates Held
Total	29,926
Private Helicopter	520
Private Gyroplane, Private Airplane	31
Private Helicopter, Private Airplane	1,035
Private Helicopter, Private Airplane, Private Glider	38
Private Airplane, Commercial Gyroplane, Commercial Helicopter	1
Private Airplane, Private Glider, Commercial Helicopter	15
Private Gyroplane	8
Private Airplane, Commercial Glider, Commercial Helicopter	14
Commercial Helicopter	6,210
Commercial Helicopter, Private Airplane	3,015
Commercial Airplane, Commercial Helicopter	16,625
Commercial Airplane, Private Helicopter	219
Commercial Airplane, Private Glider, Commercial Helicopter	145
Commercial Airlane, Commercial Glider, Commercial Helicopter	601
Commercial Helicopter, Private Glider	5
Commercial Helicopter, Commercial Glider	8
Commercial Gyroplane, Commercial Airplane	24
Commercial Airplane, Commercial Gyroplane, Commercial Glider	3
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter	22
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	10
Commercial Helicopter, Commercial Gyroplane	4
Commercial Airplane, Commercial Glider, Private Helicopter	16
Airline Transport Helicopter	279
Airline Transport Airplane, Airline Transport Helicopter	1,078

Estimated: Data is based on a 25-month criteria.

TABLE 7.7

ESTIMATED ACTIVE GLIDER PILOTS,
BY CLASS OF CERTIFICATES
DECEMBER 31, 1982

Class of Certificates	Number of Certificates Held
Total	19,806
Private Glider	6,526
Private Airplane, Private Glider	4,122
Private Airplane, Commercial Glider	668
Private Airplane, Private Glider, Private Helicopter	38
Private Airplane, Private Glider, Commercial Helicopter	15
Private Airplane, Commercial Glider, Commercial Helicopter	14
Private Glider, Commercial Airplane	2,170
Private Glider, Commercial Airplane, Commercial Helicopter	145
Private Glider, Commercial Helicopter	5
Commercial Glider	1,316
Commercial Airplane, Commercial Glider	4,149
Commercial Airplane, Commercial Glider, Private Helicopter	16
Commercial Airplane, Commercial Glider, Commercial Helicopter	601
Commercial Helicopter, Commercial Glider	8
Commercial Airplane, Commercial Gyroplane, Commercial Glider Commercial Helicopter	10
Commercial Airplane, Commercial Gyroplane, Commercial Glider	3

Estimated: Data is based on a 25-month criteria.

TABLE 7.8

ESTIMATED ACTIVE HELICOPTER AND GLIDER PILOTS
DECEMBER 31, 1978 - 1982

Calendar Year	Total Helicopter Pilots[1]		Total Glider Pilots[2]	
	Number	Percent Change	Number	Percent Change
1982	29,926	+2	19,806	+2
1981	29,236	-3	19,331	-2
1980	30,085	+4	19,626	+3
1979	28,857	-1	18,973	+2
1978	28,890	+1	18,610	+4

[1] Includes pilots with ratings to fly helicopters only.
[2] Includes pilots with ratings to fly gliders only.

Estimated: Data is based on a 27-month criteria for 1980. Other years are based on a 25-month criteria.

TABLE 7.9

ESTIMATED TOTAL PILOTS AND INSTRUMENT RATED PILOTS
DECEMBER 31, 1978 - 1982

Calendar Year	Total Pilots[1]	Instrument Rated Pilots	
		Number	Per Cent Of Total
1982	576,894	255,073	44
1981	584,270	252,535	43
1980	627,238	260,461	42
1979	604,487	247,096	41
1978	593,959	236,312	40

[1] Excludes student pilots.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

TABLE 7.10

ESTIMATED ACTIVE PILOT CERTIFICATES HELD, BY CATEGORY AND AGE GROUP OF HOLDER 1982, 1981, 1978

Age Group	Type of Pilot Certificates														
	Total Active Pilots			Student			Private			Commercial			Airline Transport		
	1982	1981	1978	1982	1981	1978	1982	1981	1978	1982	1981	1978	1982	1981	1978
Total	733,255	764,182	798,833	156,361	179,912	204,874	322,094	328,562	337,644	165,093	168,580	185,833	73,471	70,311	55,881
14-15	322	323	361	322	322	361	0	0	0	0	0	0	0	0	0
16-19	22,860	28,036	32,295	16,458	21,453	24,203	5,863	6,055	7,445	319	330	374	0	0	0
20-24	77,535	85,470	93,546	33,072	39,160	45,153	30,369	32,314	36,405	11,911	11,949	10,402	678	616	437
25-29	102,067	108,992	118,503	31,163	35,753	41,872	42,257	44,423	47,995	19,549	19,677	21,888	6,026	6,058	4,214
30-34	108,873	118,224	131,012	25,080	28,568	32,722	47,309	48,921	49,989	20,740	23,759	35,006	12,208	13,011	10,005
35-39	109,815	110,645	110,402	18,415	20,314	22,100	46,176	45,777	44,779	28,285	29,050	32,582	13,936	12,685	9,160
40-44	87,748	86,624	89,250	12,020	12,712	14,411	38,512	37,810	38,271	23,940	23,522	26,062	11,793	11,010	9,208
45-49	70,592	72,484	78,930	7,901	8,831	11,058	32,092	32,995	38,627	19,180	19,748	20,347	10,476	9,808	7,665
50-54	61,315	62,533	63,994	5,915	6,675	7,232	32,372	34,502	35,985	14,478	13,743	14,178	7,714	6,552	5,482
55-59	46,750	48,171	48,877	3,488	3,643	3,604	25,589	25,184	21,794	11,676	13,037	15,754	5,325	5,572	6,745
60+	45,378	42,680	31,663	2,527	2,481	2,158	21,555	20,581	16,354	15,015	13,765	9,240	5,315	4,999	2,965

	Type of Pilot Certificates											
	Helicopter (only)			Glider (only)			Lighter-than-air			Flight Instructor[1]		
	1982	1981	1978	1982	1981	1978	1982	1981	1978	1982	1981	1978
Total	7,034	6,453	4,874	7,842	7,388	6,541	1,360	2,976	3,186	62,492	57,523	52,201
14-15	0	0	0	0	0	0	0	0	0	0	0	0
16-19	10	7	10	185	159	243	25	32	20	117	113	137
20-24	805	635	239	592	588	835	108	208	75	6,205	6,119	4,632
25-29	1,740	1,565	1,254	1,093	1,113	1,090	239	404	190	9,805	9,305	7,972
30-34	1,831	2,063	2,023	1,322	1,294	1,011	383	608	256	10,064	10,010	10,388
35-39	1,590	1,277	733	1,143	1,009	706	270	533	342	10,620	9,496	8,401
40-44	591	517	335	748	684	554	144	369	409	7,780	6,682	6,617
45-49	268	224	167	589	545	547	86	333	519	6,085	5,484	4,934
50-54	128	101	71	654	645	587	54	315	459	4,574	3,856	3,491
55-59	55	47	31	592	549	487	25	139	462	3,224	3,075	3,261
60+	16	17	11	924	802	481	26	35	454	4,018	3,383	2,368

[1] Not included in total active pilots.

Estimated: Data is based on a 25-month criteria.

TABLE 7.11

ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS,
BY FAA REGION AND STATE
DECEMBER 31, 1982

FAA Region and State	Total Pilots	Student	Private	Commercial	Airline Transport	Misc.[2]	Flight Instructor[3]
Total	733,255[1]	156,361	322,094	165,093	73,471	16,236	62,492
United States--Total	715,349	152,869	318,378	159,395	68,871	15,836	61,601
Alaskan Region--Total	10,589	2,017	4,808	2,628	995	141	862
Central--Total	42,774	8,082	22,484	8,814	2,791	603	3,422
Kansas	12,411	2,234	6,508	2,658	845	166	955
Iowa	10,013	1,916	5,791	1,802	363	141	757
Missouri	13,511	2,654	6,395	2,910	1,309	243	1,232
Nebraska	6,839	1,278	3,790	1,444	274	53	478
Eastern--Total	91,746	21,353	38,690	20,486	8,515	2,702	8,445
New York	26,848	6,737	11,467	5,632	1,988	1,024	2,402
Pennsylvania	20,718	4,887	9,269	4,104	1,898	560	2,025
Virginia	14,512	2,919	5,291	4,382	1,554	366	1,296
Maryland	9,102	2,025	4,082	2,076	702	217	798
West Virginia	2,841	685	1,310	586	208	52	251
Delaware	1,575	285	700	359	201	30	183
New Jersey	15,469	3,627	6,281	3,206	1,932	423	1,445
District of Columbia	681	188	290	141	32	30	45
Great Lakes--Total	124,957	26,546	62,646	24,832	8,929	2,004	10,782
Illinois	30,340	6,722	14,355	5,957	2,840	466	2,734
Indiana	12,901	2,780	6,571	2,613	728	209	1,162
Minnesota	16,623	3,096	8,365	3,491	1,510	161	1,293
Michigan	20,667	4,290	10,824	3,839	1,239	475	1,762
North Dakota	3,797	877	1,838	945	102	35	282
Ohio	24,501	5,237	12,162	4,942	1,650	510	2,355
South Dakota	3,192	695	1,640	736	98	23	231
Wisconsin	12,936	2,849	6,891	2,309	762	125	963
New England--Total	31,141	7,416	12,781	6,352	3,826	766	2,550
Maine	3,469	812	1,577	803	230	47	249
New Hampshire	4,002	770	1,411	929	792	100	352
Rhode Island	1,561	370	703	329	124	35	122
Massachusetts	11,507	2,970	5,165	2,140	905	327	944
Connecticut	9,000	2,090	3,219	1,834	1,653	204	741
Vermont	1,602	404	706	317	122	53	142

TABLE 7.11 (Continued)

ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS,
BY FAA REGION AND STATE
DECEMBER 31, 1982

FAA Region and State	Total Pilots	Student	Private	Commercial	Airline Transport	Misc.[2]	Flight Instructor[3]
N. W. Mountain--Total	73,332	15,656	33,234	15,910	6,792	1,740	6,296
Washington	22,690	4,392	9,804	5,451	2,619	424	1,975
Oregon	12,294	2,385	6,669	2,499	550	191	966
Idaho	5,051	937	2,587	1,169	292	66	448
Colorado	19,455	4,858	7,338	3,939	2,484	836	1,801
Wyoming	3,144	827	1,535	570	172	40	246
Utah	5,714	1,311	2,651	1,191	429	132	461
Montana	4,984	946	2,650	1,091	246	51	399
Southern--Total	112,215	24,022	44,691	27,837	13,146	2,519	9,656
North Carolina	12,536	2,930	5,502	2,780	1,060	264	1,026
South Carolina	6,153	1,366	2,554	1,626	491	116	541
Georgia	16,471	3,388	5,807	3,979	2,959	338	1,320
Florida	45,308	9,223	17,618	11,683	6,106	678	3,895
Mississippi	5,516	1,292	2,144	1,650	329	101	410
Alabama	9,439	1,915	3,797	2,694	536	497	1,013
Tennessee	11,277	2,530	4,762	2,352	1,325	308	999
Kentucky	5,515	1,378	2,507	1,073	340	217	452
Southwest--Total	98,224	21,536	40,317	23,730	10,643	1,998	8,891
Louisiana	11,053	2,447	4,183	3,167	896	360	988
Oklahoma	14,601	3,248	7,072	3,157	956	168	1,253
Texas	59,851	12,995	23,508	14,187	7,984	1,177	5,586
New Mexico	6,136	1,363	2,694	1,449	410	220	533
Arkansas	6,583	1,483	2,860	1,770	397	73	531
Western-Pacific--Total	130,371	26,241	58,727	28,806	13,234	3,363	10,697
Hawaii	3,327	689	907	959	608	164	291
California	106,299	21,411	48,726	23,089	10,461	2,612	8,542
Arizona	14,921	3,037	6,687	3,503	1,245	449	1,333
Nevada	5,824	1,104	2,407	1,255	920	138	531
Outside U.S.--Total	17,906	3,492	3,716	5,698	4,600	400	891

[1] Includes Outside U.S.

[2] Includes helicopter, glider, and lighter-than-air.

[3] Not included in total.

NOTE: Puerto Rico and Virgin Islands are included in Outside U.S. total.

Estimated: Data is based on a 25-month criteria.

TABLE 7.12

ESTIMATED ACTIVE NONPILOT AIRMEN CERTIFICATES HELD,
BY FAA REGION AND STATE
DECEMBER 1982[1]

FAA Region and State	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Control Tower Operator	Flight Navigator	Flight Engineer
Total	420,595	277,436	9,893	65,004	7,580	20,934	1,695	38,053
United States--Total	404,720	266,819	9,753	63,786	5,984	20,781	1,606	35,991
Alaskan Region--Total	4,359	2,754	141	731	137	317	4	275
Central--Total	22,028	15,785	442	3,820	145	895	17	924
Kansas	6,522	4,688	108	1,113	35	284	5	289
Iowa	2,985	2,009	88	663	12	138	0	75
Missouri	10,577	7,851	172	1,595	96	338	8	517
Nebraska	1,944	1,237	74	449	2	135	4	43
Eastern--Total	68,614	47,974	1,650	9,735	1,660	3,353	280	3,962
New York	29,440	21,826	401	3,462	1,186	1,516	87	962
Pennsylvania	15,343	11,387	359	2,273	131	533	49	611
Virginia	5,954	2,930	402	1,129	99	621	35	738
Maryland	3,611	2,136	133	756	23	221	13	329
West Virginia	1,104	649	52	265	4	98	1	35
Delaware	1,021	689	23	166	6	54	7	76
New Jersey	11,559	7,974	254	1,560	194	290	88	1,199
District of Columbia	582	383	26	124	17	20	0	12
Great Lakes--Total	54,026	34,549	1,319	10,410	590	2,722	46	4,390
Illinois	15,535	9,641	295	2,744	260	690	17	1,888
Indiana	5,203	3,378	199	1,013	25	357	6	225
Minnesota	8,672	5,578	144	1,315	178	284	3	1,170
Michigan	8,295	5,473	204	1,813	49	438	8	310
North Dakota	918	564	25	190	2	121	0	17
Ohio	10,566	6,936	291	2,210	56	569	6	498
South Dakota	926	562	26	243	1	61	1	30
Wisconsin	3,911	2,416	135	882	19	202	5	252
New England--Total	19,996	13,228	402	3,004	158	800	189	2,215
Maine	1,333	793	40	263	15	124	7	91
New Hampshire	2,019	827	31	342	13	158	28	620
Rhode Island	1,006	654	45	197	5	47	4	54
Massachusetts	9,410	7,190	191	1,256	73	271	15	414
Connecticut	5,657	3,450	82	804	41	156	131	993
Vermont	571	314	13	142	11	44	4	43

TABLE 7.12 (Continued)

ESTIMATED ACTIVE NONPILOT AIRMEN CERTIFICATES HELD,
BY FAA REGION AND STATE
DECEMBER 1982[1]

FAA Region and State	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Control Tower Operator	Flight Navigator	Flight Engineer
N. W. Mountain--Total	32,898	19,977	1,286	5,505	389	1,671	161	3,909
Washington	12,884	8,006	355	1,771	180	650	81	1,841
Oregon	3,813	2,521	235	686	25	163	33	150
Idaho	1,774	1,107	152	325	9	117	3	61
Colorado	9,320	5,322	163	1,700	151	396	31	1,557
Wyoming	995	652	31	202	9	46	4	51
Utah	2,169	1,288	82	392	12	200	4	191
Montana	1,943	1,081	268	429	3	99	5	58
Southern--Total	67,803	42,048	1,797	10,165	1,272	4,735	289	7,497
North Carolina	5,087	2,875	381	976	57	513	11	274
South Carolina	2,261	1,146	88	502	6	348	6	165
Georgia	13,456	8,194	294	1,452	208	635	19	2,654
Florida	32,340	20,824	500	4,584	792	1,751	231	3,658
Mississippi	1,816	1,017	50	414	7	236	4	88
Alabama	6,229	4,252	143	962	101	653	7	111
Tennessee	4,680	2,605	171	889	95	439	9	472
Kentucky	1,934	1,135	170	386	6	160	2	75
Southwest--Total	52,933	34,506	1,102	8,927	451	2,978	93	4,876
Louisiana	4,868	3,228	108	820	26	338	4	344
Oklahoma	11,668	9,040	194	1,711	22	448	9	244
Texas	32,116	19,723	649	5,382	384	1,779	71	4,128
New Mexico	2,113	1,181	85	502	12	249	6	78
Arkansas	2,168	1,334	66	512	7	164	3	82
Western-Pacific--Total	82,063	55,998	1,614	11,489	1,182	3,310	527	7,943
Hawaii	3,118	2,134	61	309	123	275	17	199
California	69,263	47,764	1,303	9,439	1,004	2,393	430	6,930
Arizona	7,299	4,968	197	1,263	41	406	15	409
Nevada	2,383	1,132	53	478	14	236	65	405
Outside U.S.--Total	15,875	10,617	140	1,218	1,596	153	89	2,062

[1] Data for control tower operators, flight engineers, and flight navigators represent total active ratings held. Data for dispatchers, mechanics, parachute riggers, and ground instructors, represent total ratings issued to date. These ratings retain their validity.

NOTE: Puerto Rico and Virgin Islands are included in Outside U.S. total.

Estimated: Data is based on a 25-month criteria.

VIII. GENERAL AVIATION AIRCRAFT

General aviation aircraft activity information was obtained using the General Aviation Activity and Avionics Survey, which is mailed to the owners of a sample of registered general aviation aircraft. The survey collects data relative to flight hours, airframe hours and the avionics equipment on board the aircraft. In addition, the survey collects information about the number of hours flown under instrument flight rules, fuel consumption rates, and the state where the aircraft is based.

The 1982 sample of 26,067 aircraft was selected from approximately 255,367 registered general aviation aircraft. The sample is a scientifically designed random sample which represents all general aviation aircraft registered in the United States.

Because the estimates are derived from a sample--not the total population of aircraft--a certain amount of sampling error is introduced. The user must consider this error along with the estimate itself when making an inference or drawing any conclusions about the aircraft population. Although the exact value of the sample error is unknown, a quantity known as the standard error is used to approximate it. Using the standard error, one can develop an interval within which the true population estimate wil lie with a known probability. The probability that the true value lies within the interval depends on the width of the interval, i.e., the estimate plus or minus 1, 2, or 3 times the standard error. The table below shows selected interval widths and their corresponding confidence.

Width of Interval	Approximate Confidence That Interval Includes true Value
1 standard error	68%
2 standard errors	95%
3 standard errors	99%

For example, if the estimate for the total number of active piston powered rotorcraft were 2,658 and the standard error was 176, then the 95% confidence interval would be 2,658 $\pm$ 2(176) or (2306, 3010). One would say that there is a 95% chance that the number of active piston powered rotorcraft lies between 2306 and 3010.

In some tables, the standard error is expressed as a percent. To calculate the standard error, multiply the estimate by the percentage. To derive the 95% confidence interval, proceed as before. For example, if total hours flown were 35,792 thousand hours and the percentage standard error was 3.0%, the 95% confidence interval would be:

$$35{,}792 \pm (2 \times 3\% \times 35{,}792) =$$
$$35{,}792 \pm 2148 =$$
$$(33{,}644 : 37{,}940)$$

The standard error, percent standard error, or a code for the standard error is shown for each estimate made from the sample in this chapter.

More detailed estimates and more detailed discussion of the survey and its methodology are available in 1982 General Aviation Activity and Avionics Survey.

TABLE 8.1

ACTIVE GENERAL AVIATION AIRCRAFT, BY AIRCRAFT TYPE AND PRIMARY USE: 1982
(PERCENT STANDARD ERROR IS SHOWN IN PARENTHESES)

Aircraft Type	Total	Executive	Business	Personal	Instructional	Aerial Application	Aerial Observation	Other Work	Commuter Air Carrier	Air Taxi	Rental	Other
Fixed-Wing--Total	198,377 (A)	14,497 (A)	47,508 (A)	90,961 (A)	13,634 (A)	6,362 (A)	3,350 (B)	1,261 (B)	1,070 (B)	6,824 (A)	9,435 (A)	3,470 (B)
Piston--Total	189,195 (A)	8,115 (A)	46,707 (A)	90,882 (A)	13,634 (A)	6,261 (A)	3,324 (B)	1,256 (B)	711 (C)	5,932 (A)	9,401 (A)	2,969 (B)
One-Engine	154,173 (A)	2,731 (B)	36,857 (A)	87,305 (A)	13,083 (A)	5,943 (A)	3,003 (B)	1,187 (C)	212 (D)	2,819 (B)	9,062 (A)	1,970 (B)
Two-Engine	24,882 (A)	5,380 (A)	9,847 (A)	3,573 (B)	551 (C)	267 (D)	315 (D)	66 (D)	477 (C)	3,109 (B)	326 (D)	965 (C)
Other Piston	140 (A)	4 (D)	2 (D)	4 (D)	0 (A)	50 (C)	5 (D)	2 (D)	22 (D)	4 (D)	13 (D)	34 (C)
Turboprop--Total	5,186 (A)	3,327 (A)	570 (C)	32 (D)	0 (A)	101 (C)	26 (D)	6 (D)	296 (C)	499 (C)	34 (D)	295 (D)
Two-Engine	5,037 (A)	3,322 (A)	570 (C)	29 (D)	0 (A)	0 (A)	24 (D)	0 (A)	294 (C)	493 (C)	34 (D)	272 (D)
Other Turboprop	149 (A)	5 (D)	0 (A)	3 (D)	0 (A)	101 (C)	3 (D)	6 (D)	3 (C)	6 (B)	0 (A)	23 (D)
Turbojet--Total	3,996 (A)	3,054 (A)	231 (D)	47 (D)	0 (A)	0 (A)	0 (A)	0 (A)	63 (D)	393 (D)	0 (A)	207 (D)
Two-Engine	3,309 (A)	2,477 (A)	222 (D)	47 (D)	0 (A)	0 (A)	0 (A)	0 (A)	24 (D)	393 (D)	0 (A)	146 (D)
Other Turboprop	687 (A)	577 (B)	8 (D)	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	39 (D)	0 (A)	0 (A)	60 (D)
Rotorcraft--Total	6,169 (A)	1,238 (B)	352 (C)	486 (C)	457 (C)	793 (B)	715 (B)	300 (D)	0 (A)	1,227 (B)	29 (D)	571 (C)
Piston	2,419 (A)	190 (C)	201 (D)	356 (C)	379 (C)	677 (B)	352 (C)	51 (D)	0 (A)	43 (D)	3 (D)	168 (C)
Turbine	3,749 (A)	1,048 (B)	151 (D)	130 (D)	78 (D)	116 (D)	364 (C)	249 (D)	0 (A)	1,184 (B)	26 (D)	403 (C)
Other--Total	5,233 (A)	4 (D)	13 (D)	3,373 (A)	616 (C)	0 (A)	98 (D)	172 (D)	0 (A)	71 (D)	380 (C)	505 (C)
Total All Aircraft	209,799 (A)	15,739 (A)	47,873 (A)	94,820 (A)	14,708 (A)	7,155 (A)	4,164 (B)	1,733 (B)	1,070 (B)	8,122 (A)	9,844 (A)	4,546 (A)

NOTE: Row and column summation may differ from printed totals due to estimation procedures.

STANDARD ERROR	Greater Than	Less Than or Equal to	Code
	0%	10%	A
	10%	20%	B
	20%	30%	C
	30%		D

TABLE 8.2

ACTIVE GENERAL AVIATION AIRCRAFT,
BY AIRCRAFT TYPE
1978 - 1982

	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)	1979 (Standard Error)	1978 (Standard Error)
Fixed-Wing--Total	198,377 (1199)	201,201 (1045)	200,097 (923)	199,703 (768)	189,433 (1061)
Piston--Total	189,195 (1192)	193,370 (1042)	193,014 (921)	193,470 (767)	183,823 (1258)
One Engine	164,173 (1140)	167,898 (995)	168,435 (874)	168,390 (745)	160,651 (1214)
Two Engine	24,882 (346)	25,356 (306)	24,366 (290)	24,850 (181)	22,950 (329)
Other Piston	140 (24)	114 (29)	212 (17)	229 (11)	221 (10)
Turboprop--Total	5,186 (60)	4,660 (49)	4,090 (46)	3,579 (21)	3,130 (69)
Two Engine	5,037 (53)	4,525 (49)	3,966 (45)	3,482 (20)	3,073 (68)
Other Turboprop	149 (28)	134 (5)	123 (10)	96 (3)	56 (3)
Turbojet--Total	3,996 (112)	3,171 (72)	2,992 (40)	2,653R (30)	2,480 (44)
Two Engine	3,309 (84)	2,808 (68)	2,551 (37)	2,309 (29)	2,115 (27)
Other Turbojet	687 (73)	362 (23)	441 (13)	343 (6)	364 (34)
Rotorcraft--Total	6,169 (226)	6,974 (189)	6,001 (142)	5,864 (136)	5,315 (119)
Piston	2,419 (178)	3,250 (173)	2,794 (133)	3,123 (127)	2,882 (115)
Turbine	3,749 (140)	3,724 (76)	3,207 (49)	2,740 (50)	2,492 (30)
Other--Total	5,233 (211)	5,049 (179)	4,945 (142)	4,770 (114)	4,028 (75)
Total All Aircraft	209,779 (1238)	213,226 (1078)	211,045 (945)	210,339 (789)	199,178 (1269)

R Revised.

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 8.3

ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN, BY AIRCRAFT TYPE AND PRIMARY USE (PERCENT STANDARD ERROR IS SHOWN IN PARENTHESES) 1982

Aircraft Type	Total	Executive	Business	Personal	Instructional	Aerial Application	Aerial Observation	Other Work	Commuter Air Carrier	Air Taxi	Rental	Other
Fixed-Wing--Total	33,728,012 (2.0%)	4,530,785 (5.8%)	6,802,477 (4.2%)	7,976,705 (3.9%)	4,691,665 (8.5%)	1,844,909 (10.4%)	941,610 (17.9%)	308,335 (23.8%)	1,086,012 (21.6%)	2,478,246 (10.2%)	2,875,469 (9.7%)	339,164 (17.4%)
Piston--Total	29,949,634 (2.2%)	2,163,227 (9.5%)	6,563,406 (4.3%)	7,954,371 (3.9%)	4,691,665 (8.5%)	1,789,622 (10.6%)	930,425 (18.1%)	306,674 (23.8%)	675,204 (28.3%)	1,995,757 (11.3%)	2,859,728 (9.7%)	241,444 (18.6%)
One-Engine	24,259,126 (2.5%)	563,842 (21.2%)	4,960,256 (5.0%)	7,552,369 (4.1%)	4,507,382 (8.6%)	1,737,376 (10.9%)	858,509 (19.3%)	278,730 (25.4%)	127,214 (55.6%)	882,639 (17.9%)	2,796,676 (9.9%)	135,963 (23.6%)
Two-Engine	5,657,113 (4.7%)	1,596,558 (10.3%)	1,605,233 (8.2%)	402,401 (14.2%)	183,911 (52.9%)	40,803 (54.2%)	70,492 (39.8%)	30,243 (30.3%)	535,981 (33.2%)	1,112,671 (14.2%)	52,661 (42.9%)	102,694 (30.6%)
Other Piston	33,395 (28.6%)	286 (134.9%)	72 (162.9%)	39 (139.8%)	0 (0.0%)	3,049 (44.0%)	287 (105.7%)	468 (162.9%)	13,990 (55.2%)	182 (89.2%)	11,000 (38.5%)	4,033 (36.9%)
Turboprop--Total	2,167,542 (6.7%)	1,178,724 (8.3%)	152,144 (33.7%)	3,660 (108.4%)	0 (0.0%)	62,527 (26.1%)	11,214 (118.9%)	1,734 (183.8%)	397,740 (33.5%)	254,217 (29.2%)	15,620 (107.0%)	53,633 (40.1%)
Two-Engine	2,096,325 (6.8%)	1,176,650 (8.3%)	152,144 (33.7%)	3,511 (115.3%)	0 (0.0%)	0 (0.0%)	10,657 (128.3%)	0 (0.0%)	398,168 (33.7%)	251,609 (29.5%)	15,620 (107.0%)	52,040 (42.0%)
Other Turboprop	71,217 (28.1%)	2,120 (191.0%)	0 (0.0%)	85 (295.1%)	0 (0.0%)	62,527 (26.1%)	321 (295.1%)	1,734 (183.8%)	481 (31.5%)	2,592 (13.3%)	0 (0.0%)	1,135 (93.8%)
Turbojet--Total	1,610,836 (6.8%)	1,198,247 (8.7%)	84,594 (49.0%)	18,512 (97.9%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	33,628 (83.3%)	228,342 (38.0%)	0 (0.0%)	47,595 (74.7%)
Two-Engine	1,346,860 (7.3%)	971,543 (9.9%)	80,639 (50.1%)	18,512 (97.9%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	10,700 (137.5%)	228,342 (38.0%)	0 (0.0%)	37,124 (85.9%)
Other Turbojet	263,976 (17.5%)	226,758 (17.7%)	4,232 (233.1%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	23,548 (104.7%)	0 (0.0%)	0 (0.0%)	9,438 (151.4%)
Rotorcraft--Total	2,350,231 (6.6%)	455,683 (20.2%)	58,798 (31.3%)	25,084 (27.8%)	125,411 (24.2%)	196,087 (16.7%)	313,131 (23.3%)	147,917 (37.3%)	0 (0.0%)	721,241 (17.6%)	33,786 (113.2%)	280,941 (23.8%)
Piston	579,057 (10.0%)	24,728 (34.5%)	26,029 (41.5%)	16,135 (33.3%)	92,852 (26.8%)	169,382 (18.2%)	129,394 (28.0%)	14,224 (58.3%)	0 (0.0%)	9,072 (49.1%)	824 (155.6%)	93,082 (34.7%)
Turbine	1,771,174 (8.2%)	430,956 (21.9%)	32,379 (50.0%)	8,859 (55.3%)	32,773 (65.8%)	26,790 (41.7%)	181,828 (35.7%)	133,509 (42.3%)	0 (0.0%)	709,381 (18.0%)	32,299 (124.2%)	188,538 (30.4%)
Other--Total	378,700 (10.7%)	627 (90.1%)	536 (40.6%)	178,766 (11.2%)	101,470 (32.9%)	0 (0.0%)	6,345 (66.3%)	14,109 (52.6%)	0 (0.0%)	2,088 (86.7%)	50,759 (33.4%)	25,125 (34.7%)
Total All Aircraft	36,456,943 (1.9%)	4,983,218 (3.8%)	6,861,454 (3.2%)	8,182,195 (3.5%)	4,924,049 (5.8%)	2,043,005 (6.0%)	1,255,775 (10.8%)	467,294 (13.6%)	1,086,012 (12.0%)	3,187,468 (5.6%)	2,961,319 (5.9%)	637,975 (12.4%)

NOTE: Row and column summations may differ from printed totals due to estimation procedures.

TABLE 8.4

ACTIVE GENERAL AVIATION AIRCRAFT
TOTAL HOURS FLOWN, BY AIRCRAFT TYPE
1978 - 1982
(Hours in Thousands)

	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)	1979 (Standard Error)	1978 (Standard Error)
Fixed-Wing--Total	33,728 (682)	37,628 (632)	38,318 (635)	40,432 (610)	36,844 (1188)
Piston--Total	29,950 (658)	34,086 (625)	34,747 (627)	37,303 (604)	34,043 (1185)
One Engine	24,259 (602)	27,692 (588)	28,339 (585)	30,289 (569)	27,857 (1144)
Two Engine	5,657 (265)	6,369 (210)	6,277 (224)	6,861 (202)	6,082 (306)
Other Piston	33 (10)	25 (6)	130 (18)	152 (15)	104 (7)
Turboprop--Total	2,168 (145)	2,155 (82)	2,240 (79)	1,871 (73)	1,606 (80)
Two Engine	2,096 (143)	2,092 (82)	2,138 (78)	1,827 (73)	1,582 (80)
Other Turboprop	71 (20)	63 (11)	56 (10)	45 (2)	24 (3)
Turbojet--Total	1,611 (109)	1,387 (50)	1,332 (59)	1,259 (40)	1,194 (53)
Two Engine	1,347 (98)	1,238 (48)	1,163 (52)	1,125 (39)	1,109 (44)
Other Turbojet	264 (46)	149 (16)	169 (27)	134 (9)	176 (30)
Rotorcraft--Total	2,350 (156)	2,685 (185)	2,338 (138)	2,555 (146)	2,228 (157)
Piston	579 (58)	930 (108)	736 (75)	892 (97)	806 (79)
Turbine	1,771 (145)	1,754 (150)	1,603 (116)	1,664 (108)	1,421 (135)
Other--Total	379 (40)	391 (34)	359 (21)	353 (29)	338 (20)
Total All Aircraft	36,457 (701)	40,704 (659)	41,016 (650)	43,340 (627)	39,409 (1199)

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 8.5

ACTIVE GENERAL AVIATION AIRCRAFT
AVERAGE HOURS FLOWN, BY AIRCRAFT TYPE
1978 - 1982

	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)	1979 (Standard Error)	1978 (Standard Error)
Fixed-Wing--Total	170.6 (3.4)	184.4 (3.1)	187.7 (3.1)	200.2 (3.0)	193.7 (5.8)
Piston--Total	159.8 (3.4)	175.4 (3.2)	178.2 (3.1)	191.8 (3.0)	184.3 (5.9)
One Engine	149.1 (3.6)	165.8 (3.4)	168.2 (3.4)	180.2 (3.3)	172.4 (6.6)
Two Engine	230.6 (10.6)	251.1 (7.7)	254.8 (8.4)	273.2 (7.6)	263.7 (12.3)
Other Piston	246.8 (39.2)	197.0 (3.5)	625.4 (38.8)	650.4 (27.9)	477.4 (22.0)
Turboprop--Total	396.3 (25.4)	470.1 (17.9)	433.4 (16.1)	511.7 (18.4)	509.2 (23.4)
Two Engine	394.4 (25.9)	469.4 (18.2)	534.8 (16.4)	513.1 (19.0)	510.7 (23.8)
Other Turboprop	473.0 (84.1)	498.8 (92.4)	487.4 (73.1)	465.0 (2.9)	424.8 (6.6)
Turbojet--Total	404.0 (24.9)	436.3 (12.5)	443.6 (16.6)	473.2 (14.0)	475.2 (17.9)
Two Engine	407.0 (27.7)	442.6 (13.6)	456.1 (18.4)	487.5 (15.8)	481.1 (19.1)
Other Turbojet	385.3 (52.1)	376.5 (22.7)	349.9 (29.1)	382.2 (21.3)	432.1 (51.1)
Rotorcraft--Total	383.2 (21.9)	390.8 (26.2)	382.4 (20.7)	433.5 (22.8)	422.1 (28.5)
Piston	236.8 (18.9)	285.3 (29.3)	262.9 (20.9)	284.3 (27.2)	285.6 (23.6)
Turbine	474.2 (33.5)	489.5 (42.6)	497.7 (35.4)	609.3 (38.1)	571.0 (53.8)
Other--Total	72.4 (7.2)	78.4 (6.3)	75.0 (3.9)	72.7 (5.2)	83.7 (4.2)
Total All Aircraft	174.0 (3.3)	188.1 (3.1)	190.5 (3.0)	203.5 (2.9)	197.7 (5.6)

TABLE 8.6

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN,
BY FAA REGION AND STATE OF BASED AIRCRAFT
1982

FAA Region & State	Active Aircraft		Hours Flown	
	Aircraft	Standard Error	Hours (000)	Standard Error (000)
Total	209,779	1,238	36,457	701
Alaskan Region--Total	6,924	639	1,255	195
Central--Total	13,069	878	2,011	205
Iowa	3,455	459	550	118
Kansas	3,534	463	519	101
Missouri	4,540	532	663	116
Nebraska	1,539	306	275	82
Eastern--Total	23,226	1,137	4,262	354
Delaware	586	183	105	42
District of Columbia	152	103	46	33
Maryland	2,646	404	448	100
New Jersey	3,858	486	881	182
New York	6,118	604	1,011	156
Pennsylvania	6,313	611	1,298	245
Virginia	2,327	374	317	79
West Virginia	1,227	283	155	48
Great Lakes--Total	37,825	1,397	6,018	395
Illinois	7,983	684	136	240
Indiana	3,074	425	468	100
Michigan	7,065	636	1,042	159
Minnesota	4,493	523	783	141
North Dakota	1,705	327	350	91
Ohio	8,162	698	1,252	177
South Dakota	1,360	285	144	40
Wisconsin	3,983	493	616	134
New England--Total	7,861	689	1,392	184
Connecticut	1,798	326	396	99
Maine	1,109	258	148	57
Massachusetts	2,959	433	495	117
New Hampshire	1,197	275	249	88
Rhode Island	266	134	47	27
Vermont	532	181	57	23

TABLE 8.6 (Continued)

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN,
BY FAA REGION AND STATE OF BASED AIRCRAFT
1982

FAA Region & State	Active Aircraft		Hours Flown	
	Aircraft	Standard Error	Hours (000)	Standard Error (000)
Northwest Mountain--Total	22,530	1,126	3,297	258
Colorado	4,982	543	992	158
Idaho	2,376	390	241	67
Montana	2,193	381	291	73
Oregon	4,789	554	486	81
Utah	1,196	273	204	60
Washington	5,532	567	877	147
Wyoming	1,462	297	213	71
Southern--Total	32,604	1,324	6,700	459
Alabama	2,628	409	482	115
Florida	12,297	855	2,785	347
Georgia	4,997	549	914	138
Kentucky	1,525	301	466	231
Mississippi	2,252	375	373	88
North Carolina	3,740	478	684	139
Puerto Rico	251	127	52	30
South Carolina	1,766	339	266	68
Tennessee	2,924	415	543	108
Southwest--Total	34,690	1,347	6,420	406
Arkansas	2,994	428	541	112
Louisiana	3,742	477	1,339	240
New Mexico	2,323	373	363	80
Oklahoma	5,440	571	694	108
Texas	20,000	1,055	3,266	277
Western-Pacific--Total	35,146	1,338	5,991	393
Arizona	4,679	526	796	127
California	27,848	1,210	4,507	338
Hawaii	426	158	86	34
Nevada	2,018	344	519	155
Other U. S. Territories	72	67	23	23
Foreign--Total	778	228	359	154

NOTE: Column totals may differ from printed totals due to estimation procedures.

IX. AIRCRAFT ACCIDENTS

The data presented in this chapter were obtained from the following sources:

Accidents: National Transportation Safety Board
Air Carrier Miles Flown: National Transportation Safety Board.
Estimated General Aviation Hours and Miles Flown: Federal Aviation Administration.

The Safety Board's statistics categorize air carrier accidents according to the Federal air regulations under which the accident flights were made. The new groupings are (1) large airlines in scheduled service under Part 121 of the regulations; (2) commuter carriers in scheduled service under Part 135; (3) "on-demand" air taxis in unscheduled operations under Part 135; and (4) general aviation--all other civil flying.

The changes in category were dictated by deregulation and by the proliferation of small, regional airlines and commuters. Commuter carriers and on-demand air taxis until 1981 had been classified as a part of general aviation.

As defined by the National Transportation Safety Board, an aircraft accident is "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage."

Fatal injury means any injury which results in death within 7 days of the accident.

Operator means any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

Serious Injury means any injury which (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Substantial damage:

(1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repaid or replacement of the affected component.

(2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propellor blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes or wingtips are not considered substantial for the purpose of this part.

More detailed accident data may be obtained from the National Transportation Safety Board, Bureau of Technology.

TABLE 9.1

1982 AIR CARRIER AND GENERAL AVIATION
AIRCRAFT ACCIDENTS, FATALITIES AND FATALITY RATE
(PRELIMINARY DATA)

Air Carrier and General Aviation Operations	Number of Accidents		Number of Fatalities
	Total	Fatal	
Air Carriers[1]			
Air Carriers Operating under 14 CFR 121			
Scheduled	16	5	235
Nonscheduled	2	0	0
Air Carriers Operating under 14 CFR 135			
Scheduled[2]**	21	4	13
Nonscheduled[3]	145	32	75
General Aviation*	3,276	574	1,164

* Includes accidents involving aircraft flown under rules other than 14 CFR 121 and 14 CFR 135.

** Rates are based on all accidents including those involving operators not reporting traffic data to the CAB.

1 Airlines.

2 Commuters.

3 On-Demand Air Taxis.

Source: National Transportation Safety Board.

TABLE 9.2

FATAL ACCIDENTS, FATALITIES--ALL SCHEDULED SERVICE AIRLINES: 1981 AND 1982 (U.S. AIR CARRIERS OPERATING UNDER 14 CFR 121) (PRELIMINARY DATA)

Location	Operator	Date	Service	Aircraft	Total	Fatalities		Others	Total Aboard	Reported Type of Accident
						Passenger	Crew			
Total, 1981					4	1	1	2	758	
Miami, FL	Eastern Air Lines, Inc.	2/6	Psg	A300	1	0	0	1	49	Line mechanic fatally injured while servicing nose gear doors.
Miami, FL	Pan American World Airways, Inc.	5/20	Psg	DC-10	1	0	0	1	87	Ground crewman run over during pushback.
Salt Lake City, UT	American Air Lines, Inc.	9/7	Psg	DC-10	1	1	0	0	277	Passenger fell from boarding ramp.
North Atlantic Ocean	World Airways, Inc.	9/19	Psg	DC-10	1	0	1	0	345	Flight attendant crushed by galley personnel lift door.
Total, 1982					235	210	13	12	728	
Washington, D.C.	Air Florida	1/13	Psg	B-737	78	70	4	4	79	Aircraft crashed into river after striking highway bridge shortly after takeoff during snowstorm.
Boston, MA	World	1/23	Psg	DC-10	2	2	0	0	212	Aircraft slid off the end of the icy runway after landing.
Kenner, LA	Pan American World	7/9	Psg	B-727	153	137	8	8	145	Aircraft crashed into residential area after takeoff.
Honolulu, HI	Pan American World	8/11	Psg	B-747	1	1	0	0	288	Device exploded beneath passenger seat.
Puerto Plata, Dominican Republic	Arrow Air	11/11	Cargo	B-707	1	0	1	0	4	Student flight engineer died following cabin depressurization.

TABLE 9.3

ACCIDENTS, FATALITIES, AND RATES
ALL SCHEDULED SERVICE AIRLINES
1973 - 1982
(U. S. AIR CARRIERS OPERATING UNDER 14 CFR 121)

Year	Number of Accidents		Fatalities	Aircraft Miles Flown (000)(R)	Accident Rate Per Million Aircraft Miles Flown	
	Total	Fatal			Total Accidents	Fatal Accidents[1]
1973	36	8	221	2,448,114	0.02	0.00
1974	43	7	460	2,258,136	0.02	0.00
1975	31	2	122	2,240,505	0.01	0.00
1976	22	2	38	2,319,967	0.01	0.00
1977	21*	3	78	2,418,652	0.01	0.00
1978	21*	5*	160	2,520,165	0.01	0.00
1979	24*+	4	351(R)	2,736,129	0.01	0.00
1980	15	0	0	2,816,303	0.01	0.00
1981(R)	25++	4	4	2,699,954	0.01	0.00
1982(P)	16*	5	235	2,711,000	0.01	0.00

* Contains one accident involving a scheduled commercial operator.
\+ Contains one accident involving a deregulated all cargo air carrier.
++ Contains two accidents involving deregulated all cargo air carriers.
[1] Rounded to 0.00.
(P) Preliminary.
(R) Revised.

NOTE: Sabotage accidents occurring 9/8/74 and 8/11/82 included in all computations except rates.

Source: National Transportation Safety Board.

TABLE 9.4

AIRCRAFT ACCIDENTS, ACCIDENT RATES, AND FATALITIES
U. S. CERTIFICATED ROUTE AIR CARRIERS
1973 - 1982*

Year	Number of Accidents		Aircraft Miles Flown (000)	Accident Rate Per Million Aircraft Miles Flown		Fatalities		
	Total	Fatal		Total Accidents	Fatal Accidents	Total	Passengers	Crew and Others
1973	40	8	2,555,732	0.016	0.003	221	197	24
1974	45	8	2,384,933	0.018	0.003	463	420	43
1975	36	2	2,357,425	0.015	0.001	122	113	9
1976	25	3	2,448,413	0.010	0.001	42	39	3
1977	21	4	2,556,080	0.008	0.002	652	381	271
1978	22	5	2,625,000	0.008	0.002	19	13	6
1979	26	5	2,803,389	0.009	0.002	352	323	29
1980	16	1	2,966,000	0.005	**	13	11	2
1981	*	*	*	*	*	*	*	*
1982	*	*	*	*	*	*	*	*

* Data no longer available. See explanation in introductory to this chapter.
** Rounded to .000.

NOTE: Sabotage accident (9/8/74) is included in all computations except rates. In 1977, Fatalities (Other) includes 248 on aircraft of foreign registry.

This will be the last year this table will appear in the Handbook.

Source: National Transportation Safety Board.

TABLE 9.5

AIRCRAFT ACCIDENTS, FATALITIES, AND FATALITY RATE
U. S. CERTIFICATED ROUTE AIR CARRIER
SCHEDULED DOMESTIC AND INTERNATIONAL PASSENGER SERVICE
1973-1982

Year	Aircraft Accidents		Fatalities			Passengers Carried	Passenger Miles Flown (000)	Passenger Fatality Rate Per 100 Million Passenger-Miles
	Total	Fatal	Total	Passenger	Crew and Others			
1973	32	6	217	197	20	202,207,000	171,436,549	0.115
1974	42	7	460	420	40	207,449,006	173,349,894	0.197
1975	28	2	122	113	9	205,059,571	174,173,138	0.065
1976	21	2	38	36	2	223,313,131	190,915,721	0.019
1977	17	2	75	64	11	240,326,516	206,205,410	0.031
1978	19	4	16	13	3	274,717,832	238,987,489	0.005
1979	17	5	352	323	29	316,638,000	261,979,204	0.123
1980	14	1	13	11	2	303,200,000	283,100,000	0.004
1981	*	*	*	*	*	*	*	*
1982	*	*	*	*	*	*	*	*

* Data no longer available. See introductory page at beginning of this chapter.

NOTE: Passenger deaths occuring in sabotage accidents are included in the passenger fatality column, but are excluded in the computation of fatality rates (1974-1979 passengers).

This will be the last year this table will appear in the Handbook.

Source: National Transportation Safety Board.

TABLE 9.6

AIRCRAFT ACCIDENTS, FATALITIES, AND FATALITY RATE
U. S. CERTIFICATED ROUTE AIR CARRIER
SCHEDULED DOMESTIC PASSENGER SERVICE
1973-1982

Year	Aircraft Accidents		Fatalities			Passengers Carried	Passenger Miles Flown (000)	Passenger Fatality Rate Per 100 Million Passenger-Miles
	Total	Fatal	Total	Passenger	Crew and Others			
1973	27	4	138	128	10	183,271,000	133,733,181	0.096
1974	31	3	168	158	10	189,723,697	137,657,951	0.115
1975	21	2	122	113	9	188,743,983	140,299,953	0.081
1976	17	1	1	1	---	206,274,000	154,322,683	0.001
1977	15	2	75	64	11	222,283,516	166,424,934	0.038
1978	18	4	16	13	3	253,957,000	218,548,679	0.006
1979	14	4	279	262	17	292,537,000	208,856,162	0.125
1980	8	1	13	11	2	278,600,000	221,200,000	0.005
1981	*	*	*	*	*	*	*	*
1982	*	*	*	*	*	*	*	*

* Data no longer available. See explanation on introductory page to this chapter.

NOTE: This will be the last year this table will appear in the Handbook.

Source: National Transportation Safety Board.

TABLE 9.7

ACCIDENTS, FATALITIES AND FATALITY RATE
U.S. CERTIFICATED ROUTE AIR CARRIER
SCHEDULED INTERNATIONAL PASSENGER SERVICE
1973-1982

Year	Accidents		Fatalities			Passengers Carried	Passenger Miles Flown (000)	Passenger Fatality Rate Per 100 Million Passenger Miles
	Total	Fatal	Total	Passenger	Crew and Others			
1973	5	2	79	69	10	18,936,000	37,703,368	0.183
1974	12	4	292	262	30	17,725,309	35,691,093	0.513
1975	7	---	---	---	---	16,315,588	33,873,185	---
1976	4	1	37	35	2	17,039,131	36,593,038	0.096
1977	3	---	---	---	---	18,043,000	39,780,476	---
1978	1	---	---	---	---	20,759,000	46,384,140	---
1979	4	1	73	61	12	24,146,000	53,123,042	0.115
1980	6	---	---	---	---	24,600,000	61,900,000	---
1981	*	*	*	*	*	*	*	*
1982	*	*	*	*	*	*	*	*

* Data no longer available. See introductory page to this chapter.

NOTE: Passenger deaths occurring in sabotage accidents are included in passenger fatality column but excluded in the computation of passenger fatality rates (1974-79 passengers).

This will be the last year this table will appear in the Handbook.

Source: National Transportation Safety Board.

TABLE 9.8

ACCIDENTS, ACCIDENT RATES, AND FATALITIES
U. S. SUPPLEMENTAL AIR CARRIERS
ALL OPERATIONS: 1973-1982

Year	Number of Accidents		Aircraft Miles Flown (000)(A)	Accident Rate Per Million Aircraft Miles Flown		Fatalities		
	Total	Fatal		Total Accidents	Fatal Accidents	Total	Passengers	Crew and Others
1973	3	1	90,937	0.033	0.011	6	3	3
1974	2	1	79,363	0.025	0.013	4	1	3
1975	2	--	65,476	0.031	--	--	--	--
1976	1	--	62,640	0.016	--	--	--	--
1977	2	--	67,699	0.030	--	--	--	--
1978	2	--	69,946	0.029	--	--	--	--
1979	1	1	61,492	0.016	0.016	3	--	3
1980	3	1	59,000	0.051	0.017	1	--	1
1981	*	*	*	*	*	*	*	*
1982	*	*	*	*	*	*	*	*

* Data no longer available; see explanation on introductory page to this chapter.
(A) Nonrevenue miles not reported.

NOTE: This will be the last year this table will appear in the Handbook.

Source: National Transportation Safety Board.

TABLE 9.9

AIRCRAFT ACCIDENTS, FATALITIES, AND FATALITY RATE
U. S. SUPPLEMENTAL AIR CARRIER
CIVIL AND MILITARY OPERATIONS
1973-1982

Year	Accidents		Fatalities			Passengers Carried	Passenger Miles Flown (000)	Passenger Fatality Rate Per 100 Million Passenger-Miles
	Total	Fatal	Total	Passenger	Crew			
1973	1	--	--	--	--	3,569,912	11,790,513	--
1974	1	--	--	--	--	3,194,463	10,862,449	--
1975	1	--	--	--	--	2,352,423	8,759,279	--
1976	1	--	--	--	--	2,191,661	8,199,053	--
1977	2	--	--	--	--	2,793,761	9,983,404	--
1978	2	--	--	--	--	2,950,865	9,999,037	--
1979	--	--	--	--	--	2,590,855	8,956,918	--
1980	--	--	--	--	--	2,300,000	7,900,000	--
1981	*	*	*	*	*	*	*	*
1982	*	*	*	*	*	*	*	*

* Data no longer available. See chapter introduction.

NOTE: This will be the last year this table will appear in the Handbook.

Source: National Transportation Safety Board.

TABLE 9.10

AIRCRAFT ACCIDENTS, FATALITIES AND ACCIDENT RATES
U. S. GENERAL AVIATION FLYING
1973 - 1982

Year	Accidents		Fatalities	Aircraft Hours Flown (000)	Accident Rates 100,000 Aircraft Hours	
	Total	Fatal			Total	Fatal
1973	*4,090	*679(A)	1,299	26,908	15.2	2.52
1974	*4,234	*689(A)	1,327	27,774	15.2	2.47
1975	*4,034	*638(A)	1,247	28,336	14.2	2.24
1976	*4,005	*648(A)	1,187	29,975	13.3	2.15
1977	*4,069	*658(A)	1,281	31,585	12.9	2.08
1978	*4,223	*723(A)	1,563(B)	34,985	12.1	2.07
1979	*3,800	*629(A)	1,219	38,767	9.8	1.62
1980(R)	*3,594	*621(A)	1,247	37,480	9.6	1.65
1981(R)	3,504	657(A)	1,288	36,803	9.5	1.79
1982(P)	3,276	574	1,164	36,159	9.1	1.59

* As of 1981 General Aviation no longer includes air taxi (commuter air carrier and on-demand air taxi) accidents. The number of total accidents, fatal accidents, fatalities, and aircraft hours flown and accident rates for the years 1973-1980 have been adjusted to accommodate the exclusion of air taxi accidents and air taxi hours flown.

(A) Suicide/sabotage accidents are included in all computations except for rates (1973-2, 1974-2, 1975-2, 1976-4, 1977-1, 1978-2, 1979-0, 1980-1, 1981-0).

(B) Includes air carrier fatalities (1978-142) when in collision with general aviation aircraft.

(P) Preliminary.

(R) Revised.

Source: National Transportation Safety Board.

TABLE 9.11

AIRCRAFT ACCIDENTS, FATALITIES AND ACCIDENT RATES
COMMUTER AIR CARRIERS: 1978 - 1982
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)
ALL SCHEDULED SERVICE

	1978R	1979R	1980R	1981R	1982P
Accidents					
Total	61	52	38	33	21
Fatal	14	15	8	10	4
Fatalities	48	66	37	36	13
Aircraft Hours Flown (000)*	1,302	1,170	1,176	1,241	1,220
Aircraft Miles Flown (000)	226,187	192,493	192,200	193,001	206,225
Revenue Passenger Miles Flown (000)	1/	1/	1/	1/	1/
Departures*	1,995,728	1,883,705	1,776,999	1,835,144	1,882,000
Accident Rate Per 100,000 Hours Flown**					
Total	4.68	4.44	3.23	2.66	1.72
Fatal	1.08	1.28	0.68	0.81	0.33
Accident Rate Per Million Miles Flown**					
Total	0.27	0.27	0.20	0.17	0.10
Fatal	0.06	0.08	0.04	0.05	0.02
Accident Rate Per 100,000 Departures**					
Total	3.06	2.76	2.14	1.80	1.12
Fatal	0.70	0.80	0.45	0.54	0.21
Passenger Facility Rate Per 100 Million Passenger Miles*	1/	1/	1/	1/	1/

* Exposure data estimates from CAB.
** Rates are based on all accidents including those accidents involving operators not reporting traffic data to the CAB.
1/ Data no longer available. See chapter introduction.
P Preliminary.
R Revised.

Source: National Transportation Safety Board.

TABLE 9.12

AIRCRAFT ACCIDENTS, ACCIDENT RATES, AND FATALITIES
COMMUTER AIR CARRIERS: 1978 - 1982
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)
ALL SCHEDULED SERVICE

Year	Number of Accidents		Aircraft Miles Flown* (000)	Accident Rate Per Million Aircraft Miles Flown**		Fatalities
	Total	Fatal		Total Accidents	Fatal Accidents	
1978R	61	14	226,187	0.27	0.06	48
1979R	52	15	192,493	0.27	0.08	66
1980R	38	8	192,200	0.20	0.04	37
1981R	33	10	193,001	0.17	0.05	36
1982P	21	4	206,225	0.10	0.02	13

* Exposure data estimates from CAB.
** Rates are based on all accidents including those accidents involving operators not reporting traffic data to the CAB.
P Preliminary.
R Revised.

Source: National Transportation Safety Board.

TABLE 9.13

COMPARATIVE ACCIDENT DATA: 1972 - 1981
(PASSENGER FATALITIES PER 100 MILLION PASSENGER-MILES)

Year	Passenger Automobiles and Taxis	Buses	Railroad Passenger Trains	Domestic Scheduled Air Transport Planes
1972	1.90	.19	.53	.13
1973	1.70	.24	.07	.10
1974	1.50	.21	.07	.12
1975	1.40	.15	.08	.08
1976	1.34	.17	.05	.003
1977	1.33	.13	.04	.04
1978	1.30	.17	.13	.01
1979	1.31	.15	.05	.12
1980	1.32	.15	.04	.01
1981	*	*	*	*

* Due to changes in reporting procedures and requirements in the Federal government, passenger mileage estimates for rail and air travel are no longer available. Therefore it is no longer possible to calculate comparable passenger-mileage death rates for the four modes of transportation.

Source: National Safety Council's "Accident Facts".

TABLE 9.14

1982 AIRLINES
(AIR CARRIERS OPERATING UNDER 14 CFR 121)
ACCIDENTS, FATALITIES, AND RATES
-PRELIMINARY DATA-

	Scheduled	Unscheduled
Accidents		
Total	16	2
Fatal	5	0
Fatalities	235	0
Aircraft Hours Flown (000)	6,466	280
Departures	4,969,000	119,800
Accident Rate Per 100,000 Hours Flown		
Total	0.23	0.72
Fatal	0.06	0.00
Accident Rate Per 100,000 Departures		
Total	0.30	1.67
Fatal	0.08	0.00

Source: National Transportation Safety Board.

Exposure data estimate source: CAB and FAA.

TABLE 9.15

ACCIDENTS, FATALITIES, AND RATES
AIRLINES: 1978 - 1982
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 121)
ALL SCHEDULED SERVICE

	1978	1979	1980R	1981R	1982P
Accidents					
Total	21**	24**+	15	25++	16**
Fatal	5**	4	0	4	5
Fatalities	160	351	0	4	235
Aircraft Hours Flown (000)*	6,032	6,700	6,798	6,561	6,466
Aircraft Miles Flown (000)R	2,520,165	2,736,129	2,816,303	2,699,954	2,711,000
Departures*	5,015,939	5,379,852	5,352,927	5,197,971	4,969,000
Accident Rate Per 100,000 Hours Flown					
Total	0.35	0.36	0.22	0.38	0.23
Fatal	0.08	0.06	0.00	0.06	0.06
Accident Rate Per Million Miles Flown					
Total	0.01	0.01	0.01	0.01	0.01
Fatal[1]	0.00	0.00	0.00	0.00	0.00
Accident Rate Per 100,000 Departures					
Total	0.42	0.45	0.28	0.48	0.30
Fatal	0.10	0.07	0.00	0.08	0.08

* Exposure Data Estimate Source: CAB.
** Containes one accident involving a schedule commercial operator.
\+ Contains one accident involving a deregulated all cargo air carrier.
++ Contains two accidents involving deregulated all cargo air carriers.
[1] Rounded to 0.00.
R Revised.
P Preliminary.

NOTE: Sabotage accident occurring 8/11/82 is included in all computations except rates.

TABLE 9.16

ACCIDENTS, FATALITIES, AND RATES
ON-DEMAND AIR TAXIS: 1978 - 1982
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)
NONSCHEDULED OPERATIONS

Year	Number Of Accidents		Fatalities	*Aircraft Hours Flown (000)	Accident Rate Per 100,000 Aircraft Hours Flown	
	Total	Fatal			Total Accidents	Fatal Accidents
1978R	198	54	155	3,546	5.58	1.52
1979R	160	30	77	3,684	4.34	0.81
1980R	170	45	103	3,618	4.70	1.24
1981R	155	39	92	2,896	5.35	1.35
1982P	145	32	75	2,846	5.09	1.12

* Source of Estimate: FAA.
P Preliminary.
R Revised.

Source: National Transportation Safety Board.

X. AERONAUTICAL PRODUCTION AND IMPORTS/EXPORTS

The aircraft production information presented in this chapter was obtained from the Bureau of Census: Complete Aircraft Plant Report (Form M37G). The shipment data shows the number of civil aircraft shipped by the United States manufacturers and includes both aircraft shipped within the United States and those exported.

Import and export data were obtained from the Aerospace Industries Association of America, Inc. and were based on Bureau of the Census data from special monthly compilation of Annual Reports 246 and 446, respectively.

TABLE 10.1

TOTAL CIVIL AIRCRAFT PRODUCTION, WEIGHT, AND COST
CALENDAR YEARS 1973-1982

Calendar Year	Number[1] of Aircraft	Airframe Weight (000 lbs.)	Value Complete Units ($000)	Average Unit Cost
1973	14,748	64,183	4,629,662	313,918
1974	15,117	64,285	4,967,752	328,620
1975	15,196	60,393	3,745,153	246,457
1976	16,446	52,110	3,486,841	212,018
1977	17,605	45,398	4,666,245	265,052
1978	17,397	52,060	8,208,728	471,847
1979	17,924	77,327	11,047,147	616,332
1980	11,777	97,068	13,043,076	1,107,504
1981R	10,114	89,076	13,195,029	1,304,630
1982P	4,846	50,054	9,298,156	1,918,728

[1] Represents fixed wing (powered) aircraft only.
P Preliminary.
R Revised.

Source: U.S. Department of Commerce, Bureau of the Census, Industry Division.

TABLE 10.2

NUMBER OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT

Item	1974	1975	1976	1977	1978	1979	1980	1981(R)	1982(P)
Complete Civil Aircraft	15,070	15,086	16,641	18,159	18,882	17,924	13,130	11,067	4,579
Fixed Wing	14,261	14,248	15,820	17,175	18,049	16,883	11,777	10,114	4,053
Single Engine	N/A	N/A	N/A	N/A	14,382	13,044	8,175	6,825	2,546
Multiengine	N/A	N/A	N/A	N/A	3,667	3,839	3,602	3,289	1,507
Rotorcraft	809	838	821	984	833	1,041	1,353	953	526
Other Aircraft	N/A	N/A	N/A	N/A	(D)	N/A	(D)	(D)	(D)
Balloons, Dirigibles, Airships	N/A	N/A	N/A	N/A	(D)	N/A	(D)	(D)	(D)
Gliders	N/A	N/A	N/A	N/A	(D)	N/A	(D)	(D)	(D)
Other	N/A	N/A	N/A	N/A	(D)	N/A	(D)	(D)	(D)

(D) Data withheld to avoid disclosing figures for individual companies.
N/A Data not available.
(P) Preliminary Data.
(R) Revised.

SOURCE: "Current Industrial Reports: Complete Aircraft and Aircraft Engines," M37G-13; Department of Commerce, Bureau of the Census.

TABLE 10.3

NUMBER OF U.S. IMPORTS OF AEROSPACE PRODUCTS
1977 - 1982

	1982	1981	1980	1979	1978	1977
Aircraft Used or Rebuilt, Civil	186	160	100	97	93	111
Helicopters, Civil	184	213	177	91	78	56
Aircraft, Single-Engine, Civil	23	9	6	3	6	*
Aircraft, Multiengine Under 4400 lbs., Civil	13	2	6	5	47	*
Aircraft, Multiengine, 4,400 to 10,000 lbs., Civil	87	123	119	86	87	74
Aircraft, Multiengine, 10,000 to 33,000 lbs., Civil	151	218	156	102	50	48
Aircraft, Multiengine, Over 33,000 lbs., Civil	4	8	16	9	5	15
Balloons, and Airships, Civil	0	0	0	0	0	0
Gliders, Civil	200	119	73	--	--	--

* Number included in total for multiengine, 4400 to 10,000 lbs.

Source: Aerospace Industries Association, Inc. based on Bureau of the Census data from special monthly compilation of Annual Report, FT-410.

TABLE 10.4

NUMBER OF U.S. EXPORTS OF AEROSPACE PRODUCTS
1977 - 1982

	1982	1981	1980	1979	1978	1977
Aircraft Used or Rebuilt, Civil	242	501	494	578	449	477
Aircraft Helicopter, New, Under 2200 lbs., Civil	162	268	335	294	243	233
Aircraft, Helicopter, New, Over 2200 lbs., Civil	92	185	190	165	125	88
Aircraft, Single-Engine, New Civil	539	1,800	2,172	2,821	2,640	2,664
Aircraft, Multiengine, New, Under 4400 lbs., Civil	167	371	546	645	455	273
Aircraft, Multiengine, New, Over 4400 lbs., Under 10,000 lbs., Civil	209	426	432	360	339	*
Aircraft, Multiengine, New, Over 10,000 lbs., Under 33,000 lbs., Civil	25	20	28	52	37	532
Aircraft, Passenger, New, Over 33,000 lbs., Civil	110	236	215	172	99	83
Aircraft, Cargo, New, Over 33,000 lbs., Civil	6	7	8	13	3	4
Aircraft Other, New, Over 33,000 lbs., Including Combinations, Civil	5	12	14	15	9	14
Aircraft Other, New, Including Balloons, Gliders & Kites, Civil	0	0	0	0	0	**

* Number included in total for multiengine, over 10,000 lbs, under 33,000 lbs.
** Data for this category not available for 1977.

Source: Aerospace Industries Association, Inc. based on Bureau of the Census data from special monthly compilation of Annual Report, FT-446.

COMMON ACRONYMS

AAS	Airport Advisory Service
ADF	Automatic Direction Finder
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASR	Airport Surveillance Radar
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
CAB	Civil Aeronautics Board
CS/T	Combined Station/Tower
DME	Distance Measuring Equipment
DVFR	Defense Visual Flight Rules
FAR	Federal Aviation Regulation
FSS	Flight Service Station
ICAO	International Civil Aviation Organization (Montreal, Canada)
IFR	International Flight Rules
IFSS	International Flight Service Station
ILS	Instrument Landing System
LRNAV	Long Range Navigation
MLS	Microwave Landing System
NAS	National Airspace System
NAVAIDS	Navigation Aids
NOTAMS	Notice to Airmen
NTSB	National Transportation Safety Board
RNAV	Area Navigation
VFR	Visual Flight Rules
VHR	Very High Frequency
VOR	Very High Frequency Omnidirectional Radio Range

GLOSSARY

Active Aircraft--All legally registered civil aircraft which flew one or more hours.

Aerial Application--See Primary Use.

Aerial Observation--See Primary Use.

Air Carriers--The commercial system of air transportation consisting of the certificated route air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

- Certificated route air carrier--An air carrier holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board authorizing the performance of scheduled service over specified routes, and a limited amount of nonscheduled service.

- Air taxi--The classification of air carriers which transports persons, property, and mail using small aircraft (under 30 seats or a maximum payload capacity of less than 7,500* pounds). An air taxi does not hold a Certificate of Public Convenience and Necessity nor economic authority as issued by the Civil Aeronautics Board.

- Commuter air carrier--an air taxi which performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week, and points between which such flights are performed.

- Supplemental air carrier--An air carrier which holds a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board, authorizing performance of passenger and cargo charter services supplementing the scheduled service of the certificated route air carriers. Both international and domestic charter operations are for a temporary period. The authority of supplemental air carriers to engage in military charters is of an indefinite period. In addition, they can perform on an emergency basis, as may be authorized by the Civil Aeronautics Board, scheduled operations including the transportation of individually ticketed passengers and individually waybilled cargo.

- Commercial operator--a person who, for compensation or hire, engages in the carriage of aircraft in air commerce of persons or property other than as an air carrier or foreign air carrier.

- Commercial operator of large aircraft--commercial operator operating aircraft of more than 12,500 pounds maximum certificated takeoff weight.

* Corrected number; previous publications in error.

- Air Travel Club--a person who engages in the carriage by airplanes of persons who are required to qualify for that carriage by payment of an assessment, dues, membership fee, or other similar types of remittance.

Aircraft Contacted--Aircraft with which the flight service stations (FSS) have established radio communications contact. One count is made for each en route, landing, or departing aircraft contacted by an FSS regardless of the number of contacts made with an individual aircraft during the same flight. A flight contacting five FSS's would be counted as five aircraft contacted.

Aircraft Handled--See IFR Aircraft Handled.

Aircraft Operation--The airborne movement of aircraft in controlled or noncontrolled airport terminal areas and about given en route fixes or at other points where counts can be made. There are two types of operations--local and itinerant.

- Local operations are performed by aircraft which:

  (a) Operate in the local traffic pattern or within sight of the airport.

  (b) Are known to be departing for, or arriving from, flight in local practice areas within a 20-mile radius of the airport.

  (c) Execute simulated instrument approaches or low passes at the airport.

- Itinerant operations are all aircraft operations other than local operations.

Aircraft Type--A term used in this publication in grouping aircraft by basic configuration--fixed-wing, rotorcraft, glider, dirigible, and balloon.

Air Defense Identification Zone--The area of airspace over land or water within which the ready identification, the location, and the control of aircraft are required in the interest of national security.

Airline Transport Pilot--See Pilot.

Airman--A pilot, mechanic, or other licensed aviation technician.

Airman Certificate--A document issued by the Administrator of the Federal Aviation Administration certifying that the holder complies with the regulations governing the capacity in which the certificate authorizes the holder to act as an airman in connection with aircraft.

Airport--An area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.

Airport Advisory Service (AAS)--A service provided by flight service stations at airports not served by a control tower. This service consists of providing information to landing and departing aircraft concerning wind direction and velocity, favored runway, altimeter setting, pertinent known traffic, pertinent known field conditions, airport taxi routes and traffic patterns, and authorized instrument approach procedures.

Airport Surveillance Radar (ASR)--Radar providing position of aircraft by azimuth and range data. ASR does not provide elevation data. It is designed for range coverage up to 60 nautical miles and is used by terminal area air traffic control.

Airport Traffic--Aircraft operating in the air or on an airport surface exclusive of loading ramps and parking areas.

Airport Traffic Control Service--Air traffic control service provided by an airport traffic control tower for aircraft operating on the movement area and in the vicinity of an airport.

Airport Traffic Control Tower (ATCT)--A central operations facility in the terminal air traffic control system, which consists of a tower cab structure, including an associated IFR room if radar equipped, and uses air/ground communications, radar, visual signaling, and other devices to provide safe and expeditious movement of terminal air traffic.

Airports Grants-in-Aid Program--A grant of funds by the Secretary of Transportation under the Airport & Airway Improvement Act of 1982 to a sponsor for the accomplishment of one or more projects.

- Project--Projects (or separate projects submitted together) for the accomplishment of airport development or airport planning, including the combined submission of all projects which are to be undertaken at an airport in a fiscal year.

- Sponsor--Any private owner of a public-use airport OR any public agency (either individually or jointly with other public agencies) that submit to the Secretary of Transportation, in accordance with the Airport & Airway Improvement Act of 1982, an application for financial assistance.

- Primary Airports--A commercial service airport which is determined to have .01 percent or more of the total number of passengers enplaned annually at all commercial service airports.

- Commercial Airports--(also known as commercial service airports)--A public airport which is determined to enplane annually 2,500 or more passengers and receive scheduled passenger service of aircraft.

- Reliever Airports--An airport designated as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.

- General Aviation Airports--(also known as public airports)--Any airport which is used or to be used for public purposes, under the control of a public agency, the landing area of which is publicly owned.

- System Planning--(also known as integrated airport system planning)--The initial, as well as continuing development for planning purposes of information and guidance to determine the extent, type, nature, location, and timing of airport development needed in a specific area to establish a viable balanced, and integrated system of public-use airports.

Airports of Entry--Aircraft may land at these airports without prior permission to land from U.S. Customs.

Air Route Traffic Control Center (ARTCC)--A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace, and principally during the en route phase of flight.

Air Taxi--See Air Carrier and Primary Use.

Air Traffic Control (ATC)--A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

Air Traffic Control Facility--A facility which provides air traffic control services located in the U.S., its possessions and territories, and in foreign countries especially established by international agreement.

Air Traffic Hub--Air traffic hubs are not airports; they are the cities and Standard Metropolitan Statistical Areas requiring aviation services. Communities fall into four classes as determined by each community's percentage of the total enplaned passengers in scheduled service of the fixed-wing operations of the domestic certificated route air carriers in the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration.

- Large air traffic hub--a community enplaning 1.00 percent or more of the total enplaned passengers.

- Medium air traffic hub--a commuity enplaning from 0.25 to 0.99 percent of the total enplaned passengers.

- Small air traffic hub--a community enplaning from 0.05 to 0.24 percent of the total enplaned passengers.

- Nonhub--a community enplaning less than 0.05 percent of the total enplaned passengers.

Air Travel Club--See Air Carrier.

All-Cargo Carrier (418)--One of a class of air carriers holding an All Cargo Air Service Certificate issued under section 418 of the Federal Aviation Act and certificated in accordance with FAR 121 to provide domestic air transportation of cargo.

All-Cargo Carrier--One of a class of air carriers holding temporary Certificates of Public Convenience and Necessity issued by the Civil Aeronautics Board, which authorizes the performance of scheduled air freight, express, and mail transportation over specified routes, as well as nonscheduled operations which may include passengers.

Altitude Encoding (Automatic Altitude Reporting)--An aircraft altitude transmitted via the Mode C transponder feature that is visually displayed in 100 feet increments on the ground radar scope having readout capability.

American Flag Carrier--See U.S. Flag Carrier.

Approach Control Facility--A terminal area traffic control facility providing approach control service.

Approach Control Service--Air traffic control service provided by an approach control facility for arriving and departing aircraft and, on occasion, tower en route control service.

Area Navigation (RNAV)--A method of using navigation instruments that allows pilots flexibility to fly direct routes between waypoints or offset from published or established routes/airways at specified distance and direction.

Automatic Direction Finder (ADF)--An aircraft radio navigation system which senses and indicates the direction to a nondirectional radio beacon ground transmitter. Direction is indicated to the pilot as a magnetic bearing or as a relative bearing to the longitudinal axis of the aircraft.

Automatic Pilot--An aircraft can be controlled about the roll, pitch, and yaw axis by use of an automatic pilot. Information from VOR, ILS, MLS, and other navigation aids can be coupled to the automatic pilot for en route and approach flights.

Business Transportation--See Primary Use.

Certificated Route Air Carrier--See Air Carrier.

Combined Station Tower--A combined facility (see Airport Traffic Control Tower and Flight Service Station).

Commercial Operator--See Air Carrier.

Commercial Pilot--See Pilot.

Commuter Air Carrier--See Air Carrier or Primary Use.

Controlled Airspace--Airspace control area designated as a continental control area, control zone, terminal control area, or transition area, within which some or all aircraft may be subject to air traffic control.

Defense Visual Flight Rules (DVFR)--A flight within an Air Defense Identification Zone conducted under the visual flight rules in Federal Aviation Regulation, Part 99.

Distance Measuring Equipment (DME)--Airborne and ground equipment used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.

Domestic Operations--In general, operations within and between the 50 States, and the District of Columbia.

Executive Transportation--See Primary Use.

Express (Air)--Property transported by air under published air express tariffs filed with the Civil Aeronautics Board.

Flight Advisory Service--Advice and information provided by a facility to assist pilots in the safe conduct of flight and aircraft movement.

Flight Plan--Specified oral or written information about the intended flight of an aircraft that is filed with air traffic control.

Flight Service Station (FSS)--Air Traffic Service facilities within the National Airspace System (NAS) which provide preflight pilot briefings and en route communications with VFR flights, assist lost IFR/VFR aircraft, assist aircraft having emergencies, relay Air Traffic Control clearances, originate, classify, and disseminate Notices to Airmen, broadcast aviation weather and NAS information, receive the close flight plans, monitor radio NAVAIDS, notify search and rescue units of missing VFR aircraft, and operate the national weather teletypewriter system. In addition, at selected locations, FSSs take weather observations, issue airport advisories, administer airmen written examinations, and advise Customs and Immigration of across-the-border flights.

Foreign Flag Air Carrier--An air carrier other than a U.S. flag air carrier engaged in international air transportation (see also U.S. Flag Carrier).

Foreign Mail--Mail transported outside the United States by U.S. flag carriers for a foreign government.

General Aviation--That portion of civil aviation which encompasses all facets of aviation except air carriers.

Glide Slope--See Instrument Landing System.

Heliport--An area of land, water, or any structure used or intended to be used for the landing and takeoff of helicopters.

Hub--See Air Traffic Hub.

IFR Aircraft Handled--The number of IFR departures multiplied by two plus the number of IFR overs. This definition assumes that the number of departures (acceptances, extensions, and originations of IFR flight plans) is equal to the number of landings (IFR flight plans closed).

IFR Departure--An IFR departure includes IFR flights originating in a center's area, accepted by the center under SOLE EN ROUTE clearance procedures, and extended by the center.

IFR Over--An IFR flight that originates outside the ARTCC area and passes through the area without landing.

Inactive Aircraft--All legally registered civil aircraft which flew zero hours.

Industrial/Special--See Primary Use.

Instructional Flying--See Primary Use.

Instrument Approach--An approach to an airport, with intent to land, by an aircraft flying in accordance with an IFR flight plan, when the visibility is less than 3 miles and/or when the ceiling is at or below the minimum initial altitude.

Instrument Flight Rules (IFR)--Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

Instrument Landing System (ILS)--A precision instrument approach system which normally consists of the following electronic and visual aids:

- Localizer--Provides course guidance to the runway.
- Glide Slope--Provides vertical guidance during approach.
- Marker Beacon--Provides aural and/or visual identification of a specific position along an instrument approach landing.

Instrument Operation--An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility or air route traffic control center.

International Flight Service Station (IFSS)--A central operations facility in the flight advisory system, staffed and equipped to control aeronautical point-to-point telecommunications, and air/ground telecommunications with pilots operating over international territory or waters, which provides flight plan following, weather information, search and rescue action, and other flight assistance operations.

International Operations--In general, operations outside the territory of the U.S., including operations between the U.S. and foreign countries, and the U.S. and its territories or possessions. Includes both the combination passenger/cargo carrier and the all-cargo carriers engaged in international and territorial operations.

Itinerant Operation--See Aircraft Operation.

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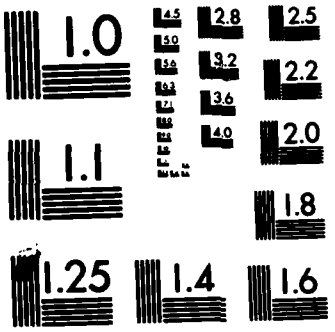

Jet Route--A route designed to serve aircraft operations from 18,000 feet to 45,000 feet.

Landing Rights Airports--Any aircraft may land at one of these airports after securing prior permission to land from U.S. Customs.

Large Air Traffic Hub--See Air Traffic Hub.

Localizer--See Instrument Landing System.

Local Operation--See Aircraft Operation.

Long Range Navigation--A method of navigation that permits navigation over long distances. This is in contrast to the relatively short range navigation provided by the VOR system.

Marker--See Instrument Landing System.

Medium Air Traffic Hub--See Air Traffic Hub.

Microwave Landing System (MLS)--An instrument landing system operating in the microwave spectrum which provides lateral and vertical guidance to aircraft having compatible avionics equipment.

Mode C--See Altitude Encoding.

Nondirectional Radio Beacon--A radio beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine headings to or from the radio beacon and "home" on a track to or from the station.

Nonhub--See Air Traffic Hub.

Notice to Airmen--A notice containing information concerning the establishment, condition or change in any component of, or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.

Other--See Primary Use.

Other Work Use--See Primary Use.

Over--See IFR Over.

Passenger/Cargo Air Carrier--One of a class of air carriers holding Certificates of Public Convenience and Necessity issued by the Civil Aeronautics Board, authorizing the performance of scheduled air transportation of passengers and property over specified routes.

Personal Flying--See Primary Use.

Pilot--

- Student Pilot--A student pilot may not operate an aircraft that is carrying a passenger or that is carrying property for compensation or hire.
- Private Pilot--A private pilot may not act as a pilot-in-command of an aircraft that is carrying passengers for compensation or hire nor may a private pilot act as pilot-in-command for compensation or hire.
- Commercial Pilot--A commercial pilot may act as pilot-in-command of an aircraft carrying passengers for compensation or hire and act as pilot-in-command of an aircraft for compensation or hire.
- Airline Transport Pilot--An airline transport pilot may act as a pilot-in-command of an aircraft engaged in air carrier service.

Pilot Briefing--Information furnished a pilot to assist in flight planning. Principal items are weather conditions, notices to airmen, routes, and preparation and handling of the flight plan.

Positive Control--Control of all air traffic, within designated airspace, by air traffic control.

Primary Use--The use category in which an aircraft flew the most hours. The eleven use categories are defined below:

- Aerial Application--Any use of an aircraft for work purposes which concerns the production of foods, fibers, and health control in which the aircraft is used in lieu of farm implements or ground vehicles for the particular task accomplished. This includes fire fighting operations, the distribution of chemicals or seeds in agriculture, reforestation, or insect control.
- Aerial Observation--Any use of an airraft for aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, or sightseeing; not included under Part 135.
- Commuter Air Carrier--An air taxi that performs at least five scheduled round trips per week between two or more points or carries mail.
- Demand Air Taxi--Use of an aircraft operating under Federal Aviation Regulations, Part 135, passenger and cargo operations, including charter and excluding commuter air carrier.
- Business Transportation--Use of an aircraft not for compensation or hire by individuals for the purposes of transportation required by business in which they are engaged.
- Executive/Corporate Transportation--Any use of an aircraft by a corporation, company, or other organization for the purposes of transporting its employees and/or property not for compensation or hire, and employing professional pilots for the operation of the aircraft.

- Instructional Flying--Any use of an aircraft for the purpose of formal instruction with the flying instructor aboard, or with the maneuvers on the particular flight(s) specified by the flight instructor; excludes proficiency flying.

- Personal Flying--Any use of an aircraft for personal purposes not associated with a business or profession, and not for hire. This includes maintenance of pilot proficiency.

- Rental Aircraft--Aircraft owned for the purpose of renting; commercial flying club, leased, and rental aircraft activity.

- Other Work Use--Any aircraft used for construction work (not included under Part 135), helicopter, hoist, towing gliders, or parachuting.

- Other--Any other use of an aircraft not included above. (Example: experimentation, R&D, testing, demonstration, government)

Private Pilot--See Pilot.

Private-Use Airport--An airport which is not open for the use of the general public.

Privately Owned Airport--An airport which is owned by a private individual or corporation.

Publicly Owned Airport--An airport which is publicly-owned and under control of a public agency.

Public-Use Airport--An airport open to the public without prior permission, and without restrictions within the physical capacities of available facilities. May or may not be publicly owned.

Radar Altimeter--Aircraft instrument that makes use of the reflection of radio waves from the ground to determine the height of the aircraft above the surface.

Registered Aircraft--Aircraft registered with the Federal Aviation Administration.

Rental Aircraft--See Primary Use.

RNAV--See Area Navigation.

Small Air Traffic Hub--See Air Traffic Hub.

Stolport--An airport specifically designed for STOL (Short Take-off and Landing) aircraft, separate from conventional airport facilities.

Student Pilot--See Pilot.

Supplemental Air Carrier--See Air Carrier.

Terminal Area--A general term used to describe airspace in which approach control service or airport traffic control service is provided.

Tower--See Airport Traffic Control Tower.

Transponder--The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Beacon System that automatically receives radio signals from interrogators on the ground and selectively replies with specific reply pulse-on-pulse group, only to those interrogations being received on the mode to which it is set to respond. Each aircraft transponder is capable of replying to 4,096 codes as selected by the pilot. Provides the air traffic controller positive location and, in some cases, altitude information.

U.S. Flag Carrier or American Flag Carrier--One of a class of air carriers holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board, approved by the President, authorizing scheduled operations over specified routes between the United States (and/or its territories) and one or more foreign countries. (See also Foreign Flag Air Carrier.)

VFR Flight--Flight conducted in accordance with Visual Flight Rules.

VHF Communications--Provides radio voice communications between aircraft and ground stations, also between aircraft. Very High Frequency (VHF) is limited in range (line of sight) and usually used for air traffic communications.

VOR--Very high frequency omnidirectional radio range. Used as the basis for navigation in the National Airspace System.

VORTAC--A navigation aid providing azimuth and distance measuring equipment at one site.

Weather Radar--Provides the flight crew with visual display of weather that could contain turbulence. The system's primary function is to assist in turbulence avoidance, although most airborne radar systems are also capable of terrain mapping.

INFORMATION AND STATISTICS DIVISION PUBLICATION INFORMATION

Below is a list of the publications compiled by the Information and Statistics Division. Questions may be directed to us by telephoning (202) 426-3791 or writing: Federal Aviation Administration, Information and Statistics Division, AMS-200, 800 Independence Avenue, SW, Washington, DC 20591.

FAA Statistical Handbook of Aviation is a convenient source for historical data. It presents statistical information pertaining to the Federal Aviation Administration, the National Airspace System, Airports, Airport Activity, U.S. Civil Air Carrier Fleet, U.S. Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents, and Imports/Exports and Aeronautical Production.

Reporting period:	Calendar Year
Latest edition:	1982 data
Order from:	National Technical Information Service or U.S. Government Printing Office
Date 1983 information will be available.	Varies on subject matter
Date next publication is scheduled:	December 1984 (1983 data)

U.S. Civil Airmen Statistics is an annual study of detailed airmen statistics. It contains calendar year statistics on pilots and nonpilots and the number of certificates issued.

Reporting period:	Calendar Year
Latest edition:	1982 data
Order from:	Information & Statistics Division
Date 1983 information will be available.	March 1984
Date next publication is scheduled:	June 1984 (1983 data)

Census of U.S. Civil Aircraft is an annual publication that includes statistical data on the registered civil fleet, air carrier aircraft, and general aviation aircraft--both registered and active, detailed reports for general aviation aircraft by owner's state and country, and registered aircraft by make and model.

Reporting period:	Calendar Year
Latest edition:	1982 data
Order from:	National Technical Information Service
Date 1983 information will be available:	May 1984
Date next publication is scheduled:	September 1984 (1983 data)

FAA Air Traffic Activity furnishes terminal and en route air traffic activity information (i.e., operations, flight plans filed) of the National Airspace System. The data is from the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, Flight Service Stations, and Approach Control Facilities.

Reporting period:	Fiscal year
Latest edition:	1982 data
Order from:	National Technical Information Service
Date 1983 information will be available:	January 1984
Date next publication is scheduled:	April 1984 (1983 data)

General Aviation Pilot and Aircraft Activity Survey includes data on the type and source of aircraft flight plan and weather information services, trip length in time and distance, pilot age and certification, estimates of total 1981 general aviation operations, fuel consumption and aircraft miles flown. The survey was conducted by the Federal Aviation Administration with the assistance of the Civil Air Patrol.

Reporting period:	Survey conducted in 3-year intervals
Latest edition:	1978 data
Order from:	National Technical Information Service (Refer to: FAA-MS-79-7)
Date 1981 information will be available:	November 1983 (1981 data)
Date next publication is scheduled:	January 1984 (1981 data)

General Aviation Activity and Avionics Survey presents the results of the General Aviation Activity and Avionics Survey conducted to obtain information on the activity and avionics of the U.S. registered general aviation aircraft fleet. The survey reveals estimated flying time of the active general aviation aircraft, and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Estimates are included on fuel consumption, lifetime airframe hours, avionics, and engine hours.

Reporting period:	Calendar Year
Latest edition:	1981 data
Order from:	National Technical Information Service or U.S. Government Printing Office
Date 1982 information will be available:	October 1983
Date next publication is scheduled:	February 1984 (1982 data)

General Aviation Avionics Statistics report presents avionics statistics for the 1976 general aviation aircraft fleet. The statistics are presented in a capacity group framework which enables one to relate airborne avionics equipment to the capability for a general aviation aircraft to function in the National Airspace System.

Reporting period:	Calendar Year
Latest edition:	1979 data
Order from:	National Technical Information Service
Date next publication is available:	Last Edition

FAA Directory published twice each year, it contains six sections of data: Washington/Region/Center headquarters; field facilities; regional area maps and organizational charts; alphabetical listing; special interest groups; and, a glossary.

Reporting period:	Every six months
Latest edition:	May 1983
Order from:	Government Printing Office
Date next publication is available:	Mid-December 1983 (November 1983 Edition)

Airport Activity Statistics of Certificated Route Air Carriers joint publication of the Federal Aviation Administration and the Civil Aeronautics Board furnishes airport activity of the certificated route air carriers. Included in the data are passenger enplanements, tons of enplaned freight, express and mail. Both scheduled/nonscheduled service and domestic/international operations shown by airport and carrier are included. This report includes departures by airport, carrier and type of operation, and type of aircraft.

Reporting period:	Calendar Year
Latest edition:	1982 data
Order from:	National Technical Information Service
Date 1983 information will be available:	June 1984
Date next publication is available:	September 1984 (1983 data)

ORDERING INFORMATION

Addresses are listed below for ordering or information purposes.

- National Technical Information Service
  5285 Port Royal Road
  Springfield, VA 22161

  Telephone: (703) 487-4650 (Use this number if you have a stock number)

  (703) 487-4780 (This is the Identification Section. Use this number if you do not have a stock number.)

  Format: Microfiche - $3.50
  Hard copy made from microfiche. Cost depends on number of pages in report.

- U.S. Government Printing Office
  Public Documents Department
  Washington, D.C. 20402

  Telephone: (202) 783-3238 (orders and inquiries)

  Format: Hard copy--original published form. Cost varies with documents.

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